



# latitude 38

THE NORTHERN CALIFORNIA SAILING SHEET

VOL. 8 NOVEMBER

*Ketchikan*

BULK RATE  
U.S. POSTAGE  
PAID  
SAN RAFAEL  
Permit No. 312



**Grand  
Opening  
November  
1st**

# NEW OAKLAND STORE!

*For the convenience of customers in the East Bay, San Francisco and the Valley; we are opening a large store adjacent to the Nimitz Freeway in Oakland on November 1st. You are cordially invited to come in, browse around, and chat with Geoff and the other WCR sailors. There will be free coffee of course.*

## QUALITY EQUIPMENT ONLY

The new store, with several thousand square feet of floor space, will have a wide selection of quality boating hardware. ACR, Aquameter, Atlantis, Beckson, Danforth, Forespar, Harken, H & L, HYE, Interlux, Jim Buoy, Kenyon, MacBean, Nicro Fico, Olin, Schaefer, Sperry Topsider and Viking are only a few of the many top brands represented. A duplicate of our famous "Customer's Catalog Table" will be set up for your use.

## LOWEST PRICES

As the largest Discount Marine Hardware Dealer in Northern California, we offer nearly all items at low discount prices. Rope and ground tackle are a particular specialty (we have the largest inventory of yachting rope in the West). Discounts are usually available on non-stocked specialty items ... so please ask! Also available is an additional discount for orders over \$500. Again, ask for details. There is a liberal "no-hassel" return policy. B/A and M/C cards accepted.

## \$50/DAY DRAWING

Each day (except Sundays) from November 1st through November 30th, a drawing will be conducted to determine the daily winner of a \$50 Gift Certificate redeemable in merchandise from either our Oakland or Palo Alto stores. Just write your name and address on a piece of paper and drop in our raffle box when you come in. No purchase necessary. You need not be present to win. Limit: One "paper drop" to a customer.

## FREE SHIPPING\* ON MAIL AND PHONE ORDERS FROM PALO ALTO STORE ONLY. 24 HOUR SERVICE.

\*On most all items for orders of \$20 or more. Shipping free to all 50 states including Alaska and Hawaii. Orders usually shipped within 24 hours of receipt. Liberal return policy. Extra discount on orders of \$500 or more. Ask for details. We accept B/A, M/C



## HOW TO GET THERE

**South on Nimitz Freeway (Hwy. 17):** Exit on 23rd street, then immediate right (1st turnoff) to Dennison, and again immediate right onto Cotton Street. The store is in the old "Cotton Mill" across from "Denny's Restaurant."

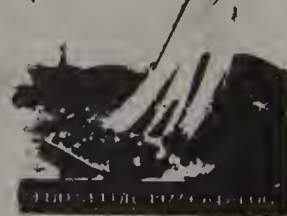
**North on Nimitz Freeway:** Exit on 23rd Street, U-turn on 11th Street, back over Freeway, right on 7th Street, right on Kennedy, left on Dennison, and immediate right onto Cotton Street. Easy return to Freeway either north or south.

## SEND \$1 FOR 1977 CATALOG

Only \$1 buys you our new '77 catalog of quality boating supplies at discount prices. Over 2000 name-brand, selected items for power & sail. Free shipping to all 50 states on orders over \$20. Quantity discounts available.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

**1977  
DISCOUNT  
BOAT SUPPLIES**  
Read description inside on Page 1



# WEST COAST ROPES

**Palo Alto Store:** 860 X San Antonio Road □ Palo Alto, California 94303 □ Telephone (415) 494-8660  
**Oakland Store:** 2200 Cotton Street □ Oakland, California 94606 □ Telephone (415) 532-5230  
**Mail Orders:** Palo Alto Store Only □ **Store Hours:** (Both Stores) Mon-Wed & Fri 9-6, Thurs 9-8:30, Sat 9-5



# EXQUISITE CUSTOM SAILS

Last year Joe & Dan Fittings' family bought 'Nanook', a Ranger 23, as their introduction to sailing. They thought it was fun to get cold and wet and miserable, and they enjoyed the whole sailing scene. Why not try a few races? The little ones that don't really count. Dan, who like to get cold and wet, really didn't like to be miserable. He immediately recognized the wisdom of racing: it would mercifully shorten the duration of that misery.

This year 'Nanook' signed up for Y.R.A., and had a rough time. The competition in the Ranger class is tough. The misery lasted entirely too long, and there was a serious need for improvement.

The Fittings bought their new sails from Richards and van Heeckeren.

By the end of the Y.R.A. season, Dan's misery had subsided. He had a comfortable margin over the second place boat, and a grin from ear to ear.

'Nanook' is now the Y.R.A. Champion in the Ranger 23 class.

Congratulations, Champs!!!! But all kidding aside, what is going to happen when you guys really get serious?

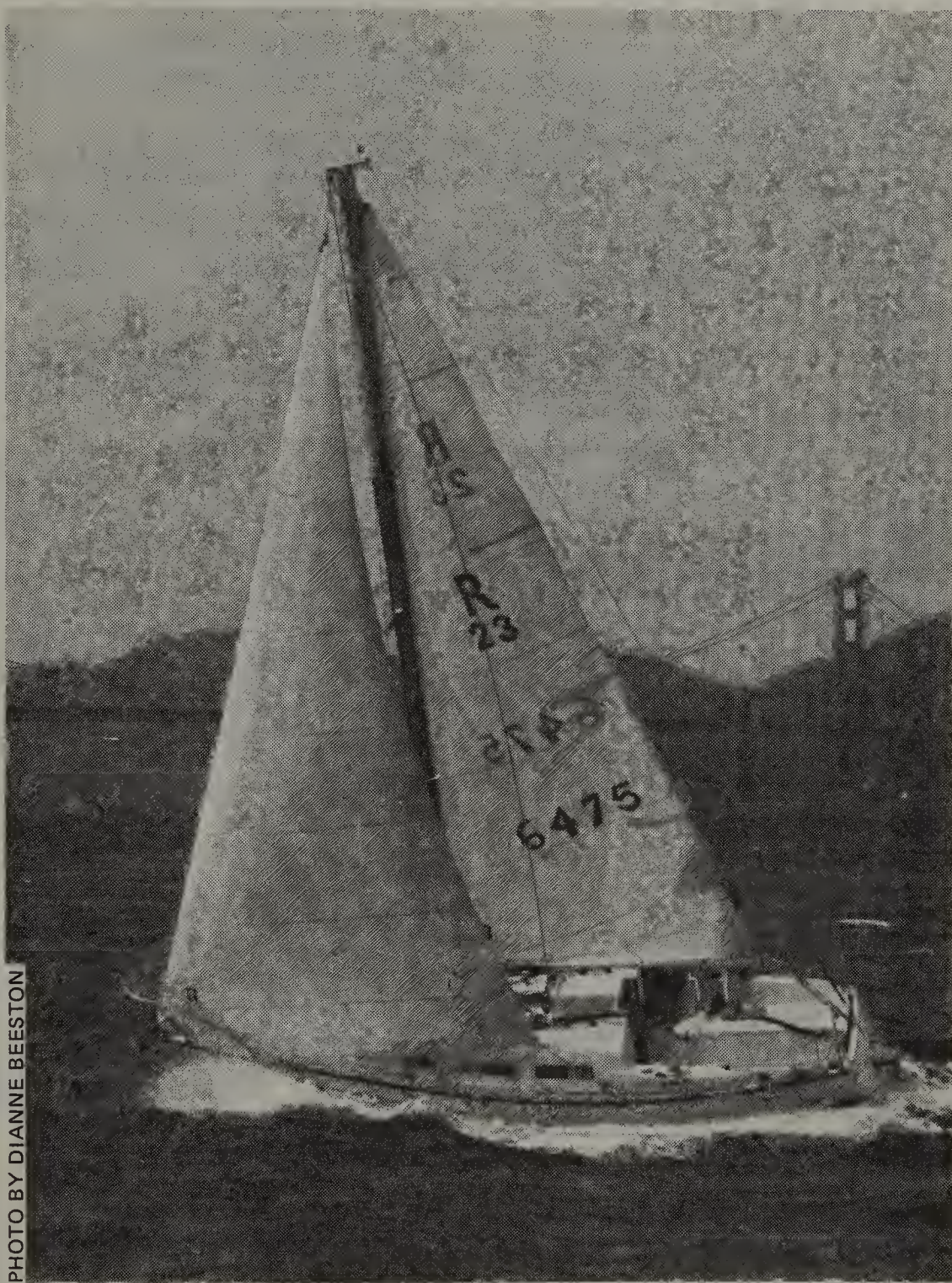


PHOTO BY DIANNE BEESTON

"Nanook"\*, Ranger 23

415/444-4321

## Richards and van Heeckeren

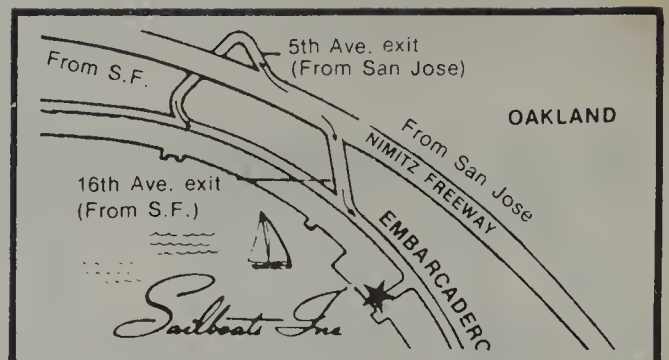
SAILMAKERS ON THE EMBARCADERO AT SIXTH AVE., OAKLAND, CALIFORNIA, 94606

\*Powered by Pineapples.

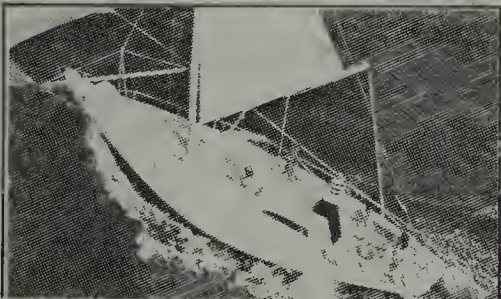


# Sailboats Inc.

21 Embarcadero Cove  
Oakland, CA. 94606  
(415) 536-6760



## We've got the bay, the wind, and the best selection of new and pre-owned Sailboats on the west coast!



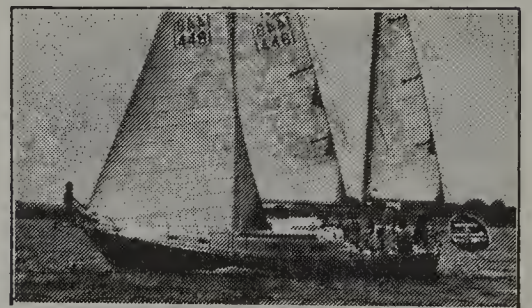
50' COLUMBIA "Yellowbird". Just returned from three year South Pacific cruise and ready to go again.



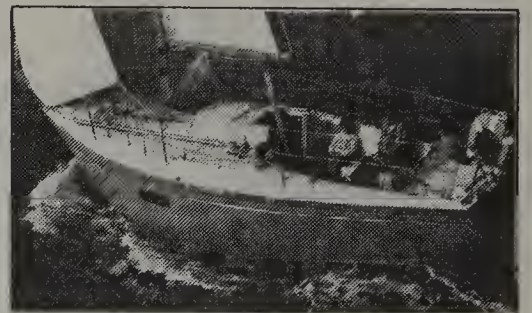
WILLARD 8-TON CRUISING CUTTER. Solid construction and remarkable performance.

### Pre-owned boats.

45' COLUMBIA.	72,000
41' CORONADO	55,000
36' ISLANDER	49,500
34' COLUMBIA, MK II	29,995
33' PEARSON 10M.	42,000
32' PEARSON VANGUARD	30,000
30' PEARSON, three from.	25,995
30' COLUMBIA.	24,500
30' ISLANDER.	24,995
30' IRWIN.	24,995
29' COLUMBIA 8.7	32,000
29' ISLANDER.	16,995
28' PEARSON.	27,995
28' ISLANDER.	27,500
28' COLUMBIA.	16,995
27' CORONADO	11,995
27' ISLANDER.	12,500
26' COLUMBIA MKII	10,900
26' COLUMBIA MKI.	9,995
26' SEAQUEST.	9,500
25' CORONADO	8,200
23' COLUMBIA.	5,595
23' CORONADO	5,500
23' AQUARIOUS.	4,995



PEARSON 365 KETCH, only two months new. Transfer forces sail.



DUFOUR 27, Europe's finest pocket yacht. Well-equipped and professionally maintained.



**Come to scenic San Francisco Bay, and save!**



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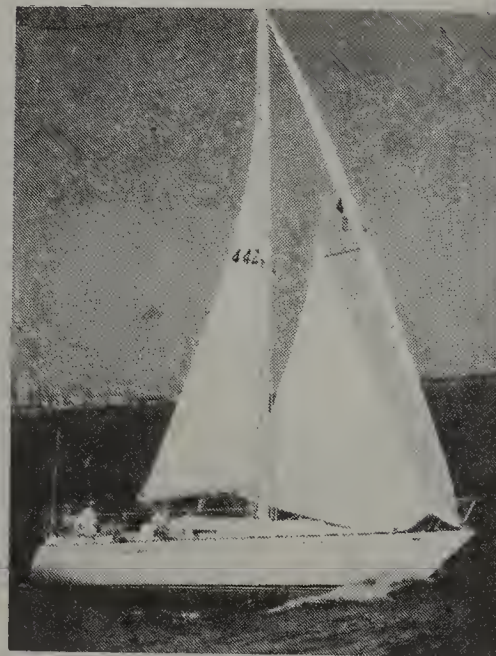
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## Two For The Sailor

### C&C's NEWEST DESIGN

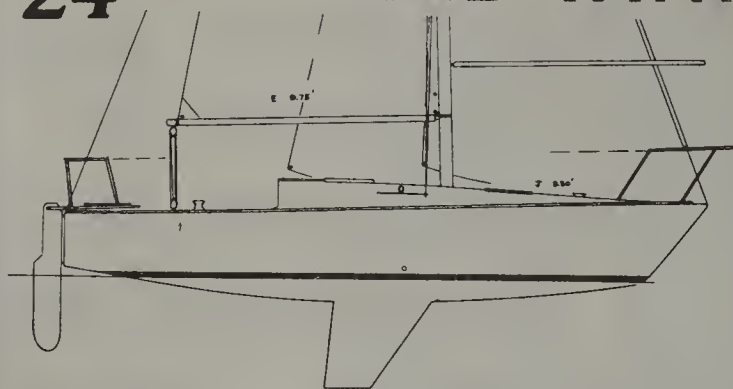
**C&C**  
**34**

"Dream Come True", it's the only way to describe the new C&C 34. Her interior appointments are superb, with a U-shaped galley and large berths throughout. Are you a racer? You know about C&C's speed, but did you know about the rod rigging, internal halyards, and many custom made C&C fittings? Are you a cruiser? Call us for the details on C&C's special cruising accommodations.



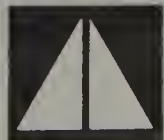
**J**  
**24**

**AIM IT,  
AND WIN!**



Who ever heard of such a thing? The J/24 took 1,2,3,4,6,7,8,9,10,11,12,14, and 15 at the MORC National! If it sounds like it was the J/24 Nationals it might just have well been. Isn't it time you discover what top MORC racers across the country already know — that the J/24 have been leaving all competitors in the dust, boats like Morgan 27s, Santa Cruz 27s, Ranger 29s, Peterson 29s, and anything else that dares to compete. If that's not enough, the J/24's price is as pleasing as her stability, acceleration, and standard equipment. See it today, win with it tomorrow!

**The  
Yacht  
House**



**DEALERS FOR:**  
**RAFIKI, J-24, C&C YACHTS**

**1815 CLEMENT AVE.  
ALAMEDA  
415- 521-7200**

# **SAILBOATS/ SAUSALITO**

2660 BRIDGEWAY, SAUSALITO, CALIFORNIA 94965 / TELEPHONE (415) 332-5400

## **SAVE \$10,741<sup>00</sup>**

**on our demo boat – in the water and ready to sail**

## **DOWNEAST 38**

**COMPLETE SAILAWAY ONLY \$57,964!**

This sensational offer includes the standard Downeast 38 Cutter, and the following options: double lifelines with stanchions, manual salt water pump, 3 opening ports, electric bilge pump, steering brake on pedestal steering, 110V shore power system, hot & cold pressure water, staysail halyard winch, 32 HP diesel, holding tank for head, teak cabin sole, an additional 50 gallon water tank, shore power cord, a mainsail, jib and staysail – all by Sutter, with reef points in the main; mainsail and staysail covers, teak winch pads, jib bag, Lewmar 40 primary winches, Data-Marine depthsounder and knotmeter, 25 watt VHF radio with all fittings, jiffy reefing gear, a Nantucket decorator interior, a Class II Safety Pack. Freight and commissioning are included!

**ISLANDER 28**

**ISLANDER 32**

**ISLANDER 36**

**FREEPORT 36**

**DOWNEAST 32**

**DOWNEAST 38**

**DOWNEAST 45**

**FREEPORT 41**

**CHOOSE FROM ONE OF OUR MANY OUTSTANDING BROKERAGE LISTINGS!**

41' OVERSEAS KETCH, finest . . . . . \$66,000  
41' FREEPORT, loaded . . . . . 89,500  
40' CONCORDE, superlative powercruiser . . . . . 69,500  
37' ISLANDER, excellent liveaboard . . . . . 36,500  
36' ISLANDER, 1976, like new . . . . . 47,500  
36' ISLANDER, 1977, 8 bags of sail, diesel . . . . . 60,000  
36' ISLANDER, full race . . . . . 45,500  
36' ISLANDER, diesel, spinnaker . . . . . 44,000  
33' SPAULDING, proven cruiser, diesel, vane . . . . . 22,000  
33' RANGER, great buy! . . . . . 35,000  
33' I.C. SLOOP, fiberglass . . . . . 13,500  
32' ISLANDER, 1977, much gear . . . . . 46,000  
32' DOWNEAST, loaded for offshore cruising . . . . . 49,950  
32' CORONADO . . . . . 29,500  
30' ATKINS SCHOONER . . . . . 29,900  
30' ERICSON, super clean, like new . . . . . 24,000

30' CLIPPER . . . . . 14,950  
30' INTERNATIONAL 210, reduced to a steal . . . . . 3,250  
29' ISLANDER, full keel . . . . . 17,950  
28' ISLANDER, 1976, YRA Champ! . . . . . 30,500  
28' ISLANDER, raced equipped . . . . . 29,500  
27' TARTAN, Atomic 4 . . . . . 21,500  
27' BUCCANEER . . . . . 19,000  
27' SOLING . . . . . 2,950  
26' COLUMBIA . . . . . 9,950  
25' CAL, 4 sails, Honda 7.5 . . . . . 7,500  
25' NORDIC FOLKBOAT, fiberglass . . . . . 12,500  
25' SEXTANT . . . . . 10,500  
24' COLUMBIA CHALLENGER . . . . . 6,400  
24' WINWARD . . . . . 5,500  
21' VENTURE . . . . . 2,800  
17' SLEEK CRAFT, 450 Olds Jet Boat w/trailer . . . . . 5,940

**BANK FINANCING / 15 YEARS / 10% SIMPLE INTEREST / LOW DOWN**



# EDITORIAL

What ever happened to "Changes in Latitudes"? What happened is that it got overwhelmed by an extremely active racing year in northern California. Fear not, "Changes in Latitudes" returns next month, in fact bigger than it has ever been in any of our other issues. A good number of sailors have just returned from long cruises, and we will be covering as many of these cruises as we can. If you know someone who has just returned from a cruise, why not have them give us a call so we can tell their story in Latitude 38? Our phone number is at the bottom of this page.

Remember Dianne Chute! We've been telling ourselves to do that every month for about the last 5 months. Who is Dianne Chute? To be honest, we don't really know, other than that she is always tipping us off to great little stories, or events that we would like to cover. Dianne has also provided us with a number of photographs, and for some unknown reason, we always manage to not give her credit. Thanks for your help, Dianne.

There are a lot more of you out there we owe thanks to, and we apologize for not giving you the credit you deserve. We have this habit of finishing each issue about 5:30 in the morning, and those "little details" always seem to slip our minds, which are pretty well blown by then anyway. From the two of us, to the all of you "thanks", and please keep it up.

## I CAN TAKE THIS SAILING SHEET.

MY NAME IS \_\_\_\_\_

I LIVE AT \_\_\_\_\_

IN THE CITY OF \_\_\_\_\_

ENCLOSED IS MY \$4.50 FOR ONE YEAR

Mail your subscription to LATITUDE 38,  
P.O. Box 1678, Sausalito, Ca. 94965

## The Northern California Sailing Sheet

Richard Spindler - Editor & Publisher  
Kathy McCarthy - Advertising Manager

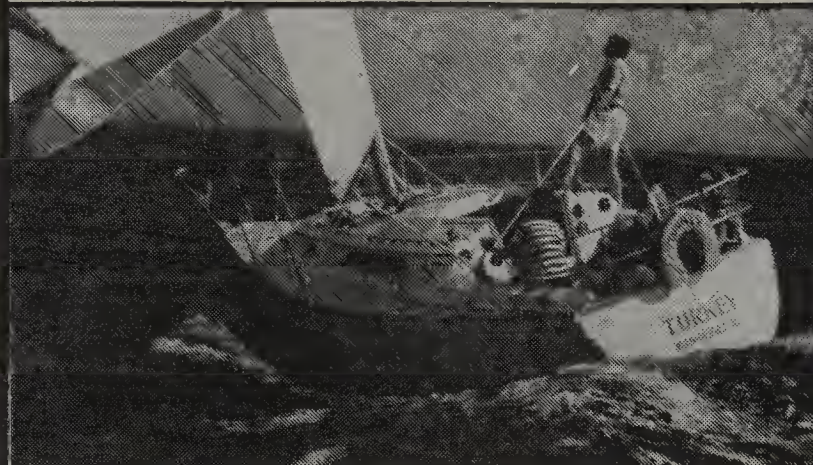
(415) 332-9520

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# THEY'RE HERE!

## NEW RANGERS!

AT OUR SANTA CRUZ OFFICE!

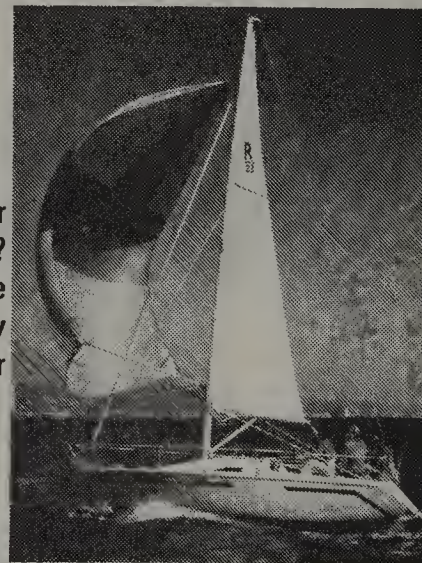


## RANGER 30

Extra Special! Her generous beam make her a practical cruiser. Her long waterline make her a spirited racer. The new Ranger 30, extra special!

## RANGER 22

Remember what the Ranger 23 did to small boat racing? Gary Mull and Ranger have done it again! See it today and be part of the Ranger explosion tomorrow!



ALSO DEALERS FOR:



Laser



O'Neill's Yacht Center 476-5200  
at the Santa Cruz Yacht Harbor  
(next to the Crow's Nest)

# O'Neill's



MOVE UP TO A WINNER!

# PETERSON 34

Designed by Doug Peterson, built by Island Yacht Corporation, and adapted specifically for San Francisco Bay by Serendipity.

This proven IOR winner is also being offered as a family-oriented one-design Racer and Cruiser. She will impress knowledgeable Yachtsmen looking for a beautiful, fast, yacht. The Peterson 34 has the unique ability to take family and friends cruising in comfort and win races — at a surprisingly affordable price.

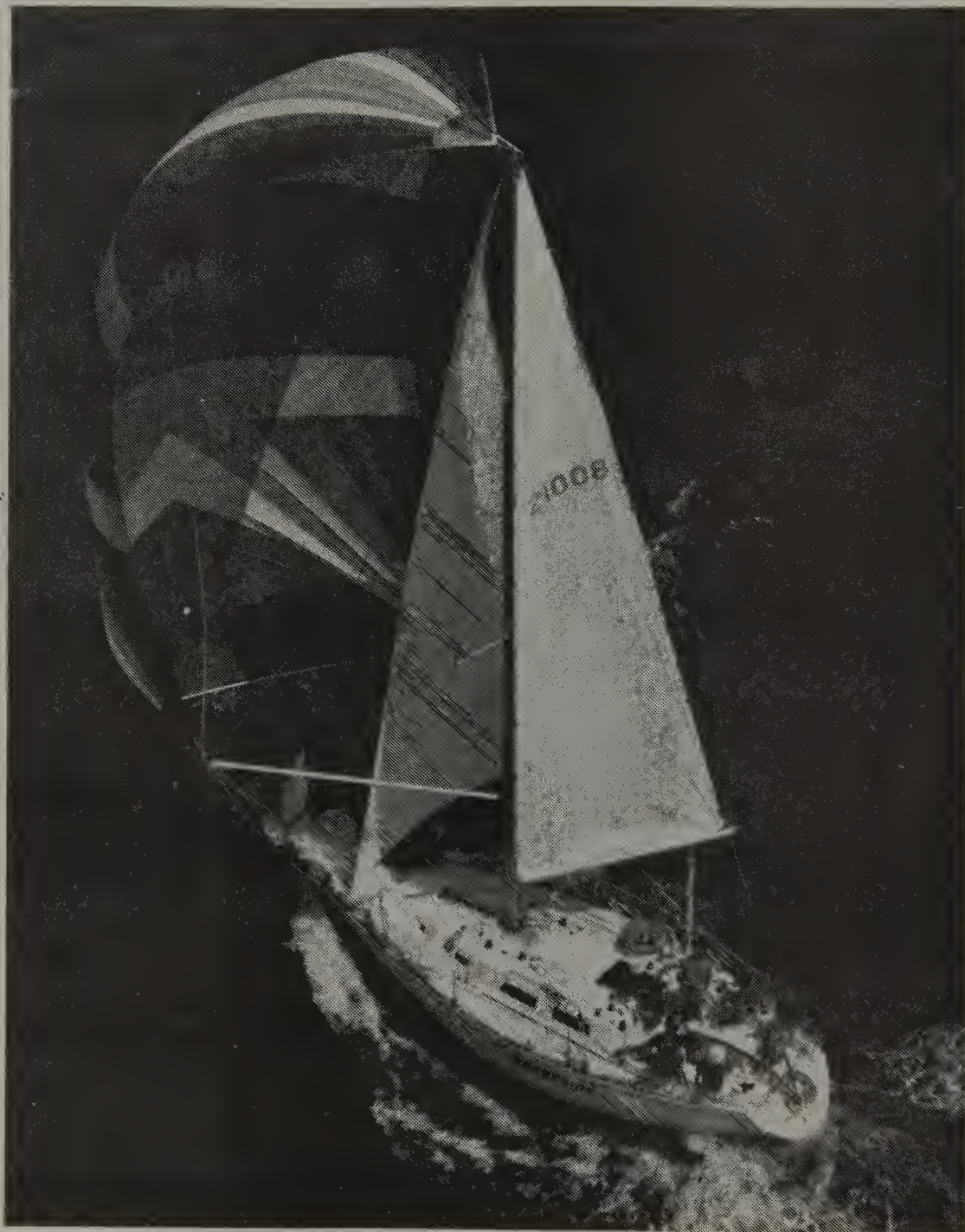
LOA 33'-11"  
LOA 33'-11"  
LWL 28'-3"  
BEAM 11'-2"

DRAFT 6'-3"  
DISPLT. 10,800  
BALLAST 5,100

"Obsession" — Phil Walters with his family as crew sail through a fleet of 238 boats to win top honors in this years Block Island Race Week. Peterson 34's also placed 1, 2, & 3 in IOR division F.

The Peterson 34 was named Chicago's Overall Boat of The Year, taking 1, 2, 3, & 4th in their division of the 1977 Chicago — Mackinac Race.

What will you do with your Peterson 34?



## Serendipity

SAN FRANCISCO'S NEWEST  
SAILBOAT CENTER

- Exclusive West Coast distributor for the Peterson 34
- Custom yacht design and construction coordination
- Specialized sailboat equipment and accessories
- Interior design and appointments
- Professional yacht evaluation, including:
  - Rig Analysis / Deck Layout / Rating Studies / Performance Curves
- Sail evaluation, sales, and repair services

PIER 9/THE EMBARCADERO/ SAN FRANCISCO 94111/986-8108



# CALENDAR

## 22 october

cal sailing club race - start off south dock of berkeley marina at 9:55 am, and finish at hospital cove with a pot luck dinner. no fee, any boat crossing starting line is entered. call 841-9098 for info.

## 22 october

sausalito cruising club dinner and movie, high performance sailing

## 4 november

laser worlds — buzio's beach brazil

## 5 november

laser china camp turkey extravaganza

## 6 november

golden gate yc mid-winter race, call ggye for info. belong to yra or rec. yacht club

## 11 november

metropolitan yc mid-winter race — open to all. call moye for info.

## 12 november

san leandro yc mid-winter race — non member welcome, call bruce nesbit at the slc

## 20 november

corinthian yc mid-winter race - yra members

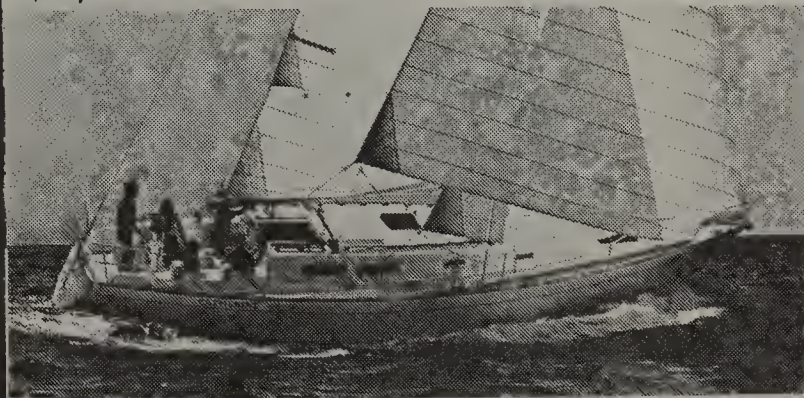
*If you have any knowledge of any events, activities, races or race results that you would like published in Latitude 38, please drop a line to CALENDAR, Latitude 38, P.O. Box 1678, Sausalito, Ca. 94965. Send it as early as possible, and we'll do our best to get it published as soon as possible.*

## ★ HELMSMAN YACHT CENTER ★

CAL BOATS ★ YACHT BROKERS

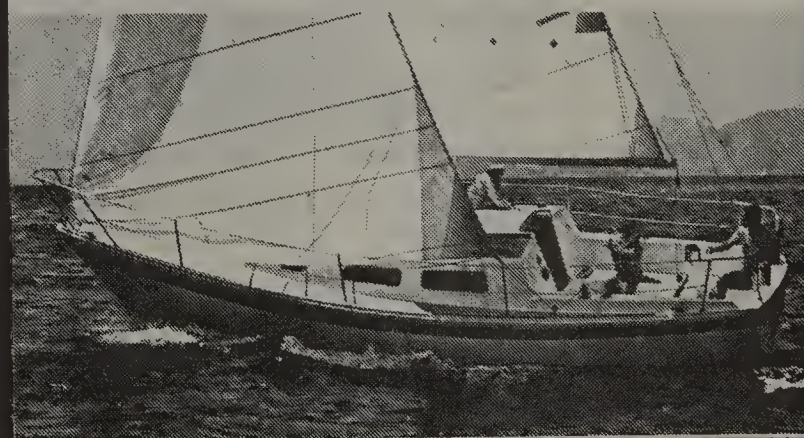
### CAL 39

See it now at Helmsman Yacht Center! Cal's best boat ever! It's a fast, modern, cruiser from Bill Lapworth. Base price: \$61,900.



### NEW CAL 2-29

Diesel, pedestal steering, pedestal compass, double lifelines, Barient 21's in cockpit. Boat complete from spar fly to bottom paint. Ready to sail away today. Including workings sails, \$27,500.



ALSO NEW: CAL 2-27 — LAST ONE AT '77 PRICES, READY TO GO \$21,000, INCLUDING SAILS.

### BROKERAGE

41' SCHOONER, 1929 classic, Volvo engine. . . . .	42,000
41' CORONADO, 1973, diesel, loaded, liveaboard. .	55,000
33' SPAULDING, 1953, ply over fir . . . . .	22,000
29' CAL, our best listing, sails: main, 120%, 150%, 1.2 oz. spinnaker, refrigeration, D/S, knot, Barients. . . . .	25,500
26' JUNIOR CLIPPER, 1945, inboard. . . . .	5,500
24' COLUMBIA CONTENDER, 1967, 6HP . . . . .	7,000
20' CAL, 1963, good condition, 6 HP O/B . . . . .	3,500



## ★ HELMSMAN YACHT CENTER ★

275 LAKE AVE. SANTA CRUZ, CA 95062 (408) 475-8533



# NOR'SEA 27



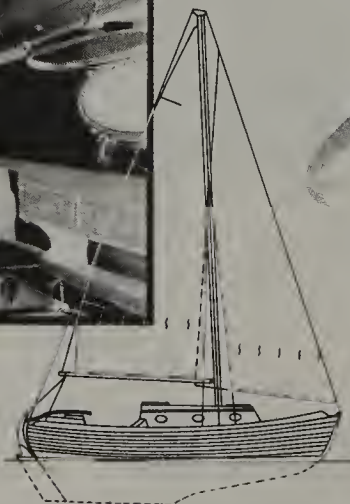
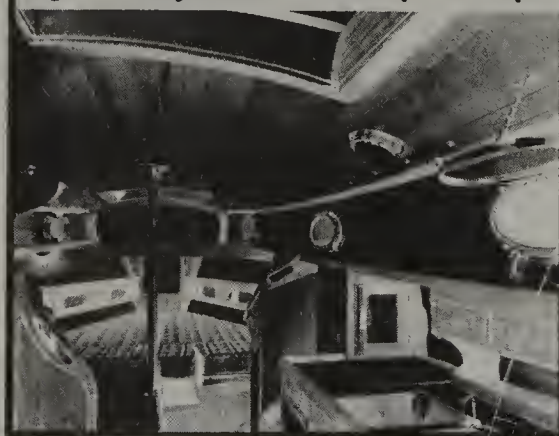
## A WORLD CLASS VOYAGER

**THE NOR'SEA 27** Designed by Lyle Hess and built by Heritage Marine with a commitment to excellence and a healthy respect for tradition.

Can be trallered • Aft Cabin • Diesel engine standard • Up to 1000 miles fuel • 40-60 gallons water • Immense hull strength • 3-1 safety factor on mast and rig • Heavy weather cockpit • Super

strong rudder and tiller • Liveaboard layout • Enclosed head • Full galley • Heavily reinforced hatches • Bronze opening ports • Bronze deck hardware • Standing headroom • 6'8" berths • Sallaway less than \$30,000.

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City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

☐ Please send price option lists.

☐ Please send information on owner-demonstrator program.

☐ I enclose \$3.00 for study packet.

☐ Please send kit information.

Heritage Marine  
2919 Gardena Dept. A  
Long Beach, CA. 90806



# LETTER

course before leaving. The first time we walked into a small restaurant (the only one there), we wouldn't have gotten a meal without knowing at least a few words.

Currency is best carried in bulk form of Travelers Checks (American Express). However, in relatively major harbors such as Taiohae, there is no bank. Most stores and the restaurant will not accept Travelers Checks. In Taiohae, Maurice will convert some.

Fees at Taiohae are now charged for access to the fresh water (spigot and outdoor shower), and it is a modest 400 or 500 polynesian francs (current rate is about 860 francs per \$10 US).

Water must be carefully selected. Safety varies from time to time. Also some individuals are immune. One boat in Taiohae was using shore fresh water with no problem; another boat had two people sick apparently from the water. We had got some water from a mineral spring high up a road. We have rigged up a rain catchment system — probably the easiest and safest. Not much fun rowing heavy jerry jugs of water to the boat. We did put some shore spigot water in separate jugs for rinsing off after salt water swim/baths.

Fish must be carefully selected if doing your own fishing. Much rather imprecise opinion on which fish from which locations are safe to eat. Safest to buy from local fisherman at the fish market (a table near a beachside building, with a scale on it — in the case of Taiohae). Fish poisoning can kill — as it did a small girl on a boat which was in Ahe after leaving Marquesas. Fish prices very reasonable — 300 francs for enough fish for 3 or 4 people.

Clearing is done ashore at Taiohae. Take your passport, visa, and smallpox form to the Gendarmie. The French courtesy flag will be appreciated. They do not come out to the boat, Q flag or not. Specified anchorage areas.

Mail Service takes time. Air mail should always be used, and clearly marked Par Avion. Mail service in and out of Taiohae is one time weekly. Outgoing mail must be in to the post office before 10 a.m. local time on Saturday. Incoming mail is usually ready by Tuesday afternoon. To simplify communication, write your own name and the name of your boat on a slip of paper and show it to the person at the post office. Mail addressed to you c/o Maurice at Taiohae may or may not actually be sent to his store. Check both places.

Extra high fiddles, such as installed on this boat, proved very helpful at sea or even in rolling harbor, particularly in galley area. Where to set the jar of peanut butter while to attend to the jelly?

Delicious fresh French bread can be purchased in Taiohae. Fresh fruits and vegetables can also be obtained from private parties

The addition of raisins to granola or hot cereal at sea serves as an excellent aid to regularity.

Large cans of powdered whole milk are available in the local stores. Very delicious. On the trip down, we used fresh milk (refrig.), canned whole milk, and Milkman powdered low-fat milk.

Plastic "refrigerator bottles" of 1 and 2 quart sizes, with screw-on tops, are good for drinking water in refrig. and for dry items (macaroni, cereal, pancake mix, and so forth).

Ventilation of cabins is mentioned in the cruising letter. We used a 1-inch flat spade drill to put in scores of holes (top, bottom, sides) of various lockers. Most helpful single item is a 12-foot tall ventilation tube which rises above forward hatch. It was obtained from one of the firms in San Diego — and is a cylindrical tube with flappers near top that automatically adjust to changing wind direction (helpful when bow and stern anchored at 90 degrees to the swell). It collapses quickly and compactly. With otherwise dead warm calm in boat, this device

# NEW!

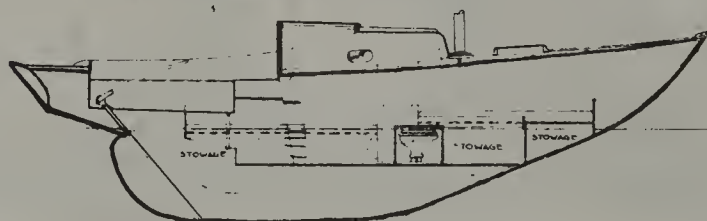
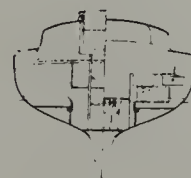
## JUST ARRIVED ON THE WEST COAST

The traditional full keel Alberg sloop that has plied New England waters for two decades. Built by one of America's most experienced yacht builders.



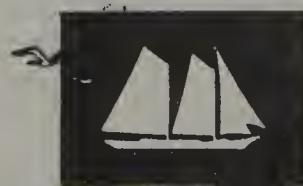
sea sprite

23' RACING CRUISER  
by CARL ALBERG



Length Overall . . . . .	22'6"	Displacement . . . . .	3350
Length Waterline . . . . .	16'3"	Ballast . . . . .	1400
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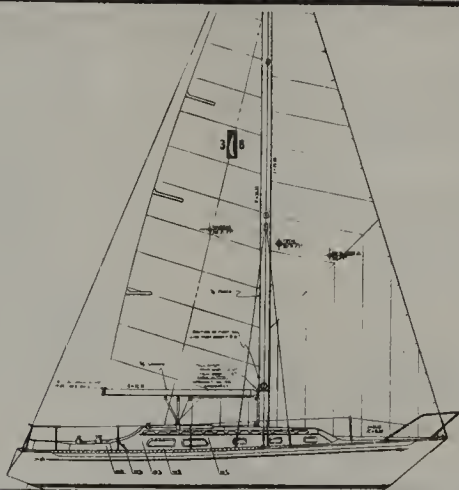
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# LETTER

will direct a wind through both cabins — often making the difference between getting to sleep or not. Also as noted, a small rubber bladed fan can also make a big difference. The forward hatch is double hinged, and I am adding a v-shaped side baffle system that will permit hatch to be partly opened underway even with spray. I am adding more dorade vents for the main cabin.

Sheets make good “no-no” preventers to wrap up in while asleep. Also helps to keep some perspiration from bunk materials. Blankets and light washable sleeping bags used during the first half of trip down; may mail them to Honolulu for retention until return trip. Cotton/dacron sheet accumulate less moisture.

A back-up dinghy (\$40 Saylor, 2-man) provides us flexibility in going ashore or to other boats. Scheduling with one would prove annoying. The Avon is great for heavy jobs. We marked our boat name and number on dinghies with a special paint. We may also mark oars. No so much for theft (here), but also for recovery if lost accidentally.

Lighting is an item that makes the difference between comfort and annoyance. We have oil lamps, but electric lights see much more use. Reading light that really lets you read while sitting or lying on a bunk or settee. Automatic lights in hanging lockers, deep food lockers, etc., so we can use one hand to hold ourselves, and the other to dig through to find what we want. That leaves us none to hold a flashlight. An engine room light. Red and white lighting. Lights in lazarette and cockpit seat lockers. Too many lights? Too gadgety? Try it for a while and see what you think.

Storage buckets of heavy white plastic have proven very durable, and with snap-on top prove air and watertight for storage of engine spares, refrigerator spares, a huge quantity of “gorp” trail mix, etc. The ones for this boat were only \$1.75 at Standard Brands in San Rafael. Rigid enough to use as a back-up head bucket.

A large roll of duct tape has found many, many uses.

Removal and storage ashore of unneeded items saves weight, space and risk of damage from high moisture. Before leaving Sausalito I took off the Lewco battery charger, the Espar heating system (and obviously the TV).

Battery inventories may end up being extensive in variety. Fortunately, I had gotten some spare batteries for the electronic quartz watches. Sure enough, one from one of the watches expired two weeks out to sea. Flashlight and transistor batteries are usually available locally.

An extra high lifeline of Dacron line was installed by John. It runs on each side from stern to bow pulpit, angling up to a tie-point on the upper shrouds about 5 feet off the deck.

Trading can be an interesting way to obtain carving, food, or other items from the island people. Dave traded some rock cassettes for Tahitian music cassettes. I regret that we didn't get around to bring some standard 22 shells; they are highly valued.

Timekeeping can be interesting, especially when keeping contacts by ham radio. I have one quartz watch set to GMT, and maintain a rating sheet on it in case we lose our Timekube or Zenith capability. My own wristwatch is still set on California time. The Chelsea cabin clock is set to Tahiti time. Local Marquesas time is 1/2 hour faster than Tahiti.

We were pleasantly surprised to find very little problem with “no-nos” (so far!) in Taiohae. Even in Tai-pi today, we had talked with people on other boats who said they had experienced clouds of them, but we have not had a problem. Weather and wind changes may vary. Also we use Cutter's repellent, and burn “mosquito coils” at night. The air vent tube (see above) also picks up its air at 15 feet off the water, and there is some thought that the “no-nos” are lower than that.

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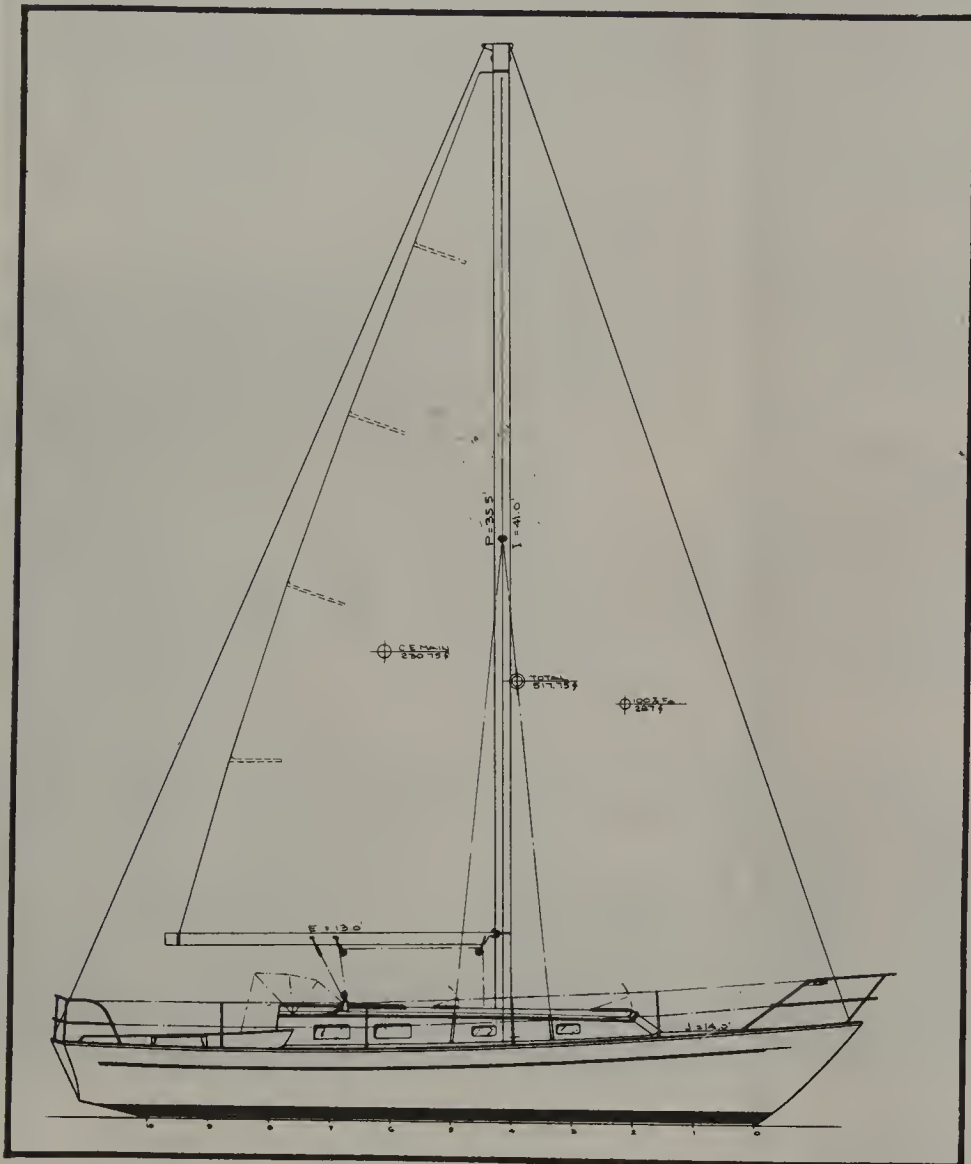
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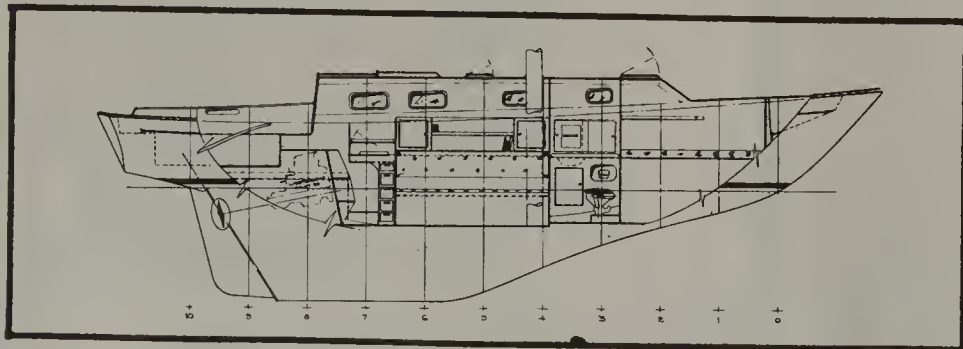


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# LETTER

Others have had good luck with Shell peststrips. A wrap of sheet at night also helps. Loose-flowing full-length muslin pants and long sleeve shirts can help when ashore if "no-nos" become a problem.

Zip-lock plastic bags of several sizes have been a terrific help. Some food items, such as partially used bricks of cheese, can be kept nicely in them. (However, loose macaroni is subject to disastrous puncture and spilling if just chucked into a locker in a plastic bag — a plastic bottle seems to work better. We kept our spiral log binder (for hourly or half-hourly helmsman's recording of course, speed, and sumlog entries, also for primary celestial sight recording, and a ball-point pen in a zip-lock bag so it wouldn't get wet. For going ashore, letters, money, phrase books, can be kept dry in zip-lock bags. Or a wet washcloth if using the shower ashore. Also, for your camera.

A small knapsack is great for keeping things out of the bottom of the dinghy when going ashore (and out of the surf) if you must enter via the beach rather than a wharf.

Purchase of canned goods prior to departure has saved us a great deal of money compared to purchasing them here (although we will do quite a re-stocking in Papeete). We removed labels, marked with Marks-a-lot felt pen, and stored in seat lockers. No need for varnish, wax, etc. Eggs were smeared with vaseline and kept in original containers. No turning upside down was necessary.

Water consumption was 5 gallons for 3 persons for the first week, or about 1/3 gallon per day per person. During that time we were not in the hot climate. Also, we were drinking canned whole fluid milk, as well as canned fruit juices. I haven't computed our current consumption, but it is probably higher because we mix milk from tank water. However, we still drink much canned juice (particularly pineapple) and some beer.

The many handholds and stanchions throughout the boat have proven very handy (sorry about that), particularly in the galley area.

Visa requirements (additional). Currently, Taiohae entry is requiring on-hand (or possibly proof of deposits) of \$350 per person per month, even for the first three months if visa requested upon arrival. This is apparently stiffer than in Tahiti, and information from San Francisco consulate (which suggested that \$ required is only for stays over three months). Another boat was told that extension from 3 to 6 months could not be done here, and that they would have to sail to Tahiti and get it done. So . . . try to get one-year (or whatever) visa before you leave.

Tai-pi Valley, short trip from Taiohae on Nuku Hiva, very interesting. Subject of Melville's book "Typee". Friendly people. One restaurant quite good . . . Emmanuel's. Madame Krupp (sp?) usually spots yachties and offers fruits and vegetables — in return for some wine. Some small stone tikis on road further in. Beautiful river from anchorage, which you can row up.

For trash, we discarded at sea anything that would destroy itself. Large plastic bags used for plastic, styrofoam, etc. In Taiohae, near shower, are metal drums for trash.

For feet, barefoot is usual aboard the boat. Ashore, boatshoes or thong sandals frequent, but thongs often caused skin abrasion posing risk of infection in the staph bay water. For going ashore thru surf in dinghy, particularly in coral areas in other island groups, leather chukkah style boots have been suggested; they cover above the ankle and reduce chance of coral cuts there. Take muddy footwear off when entering buildings.


At Maurice's, one of the three stores in Taiohae, he has an interesting scrapbook of visiting yachts.

— Bob Jewel

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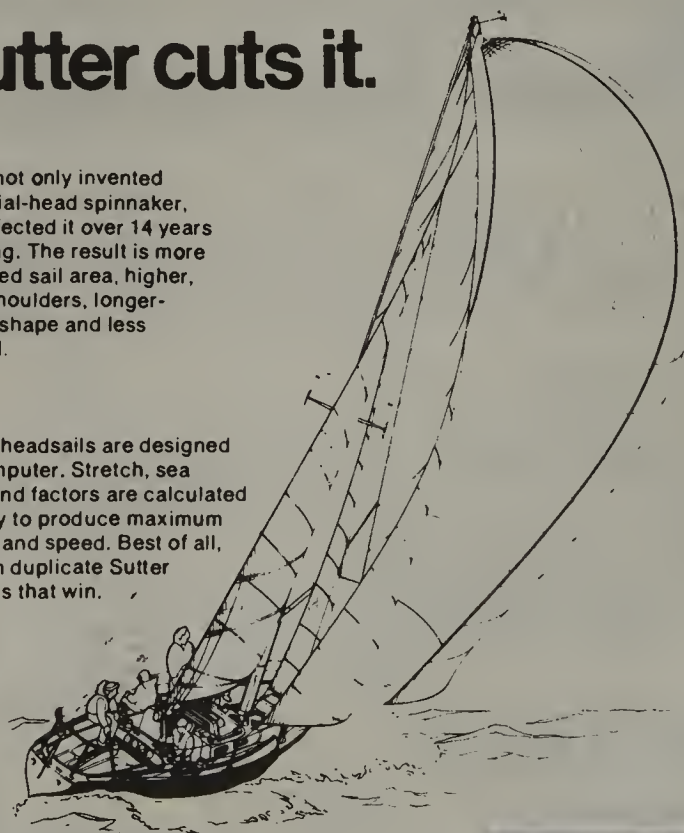


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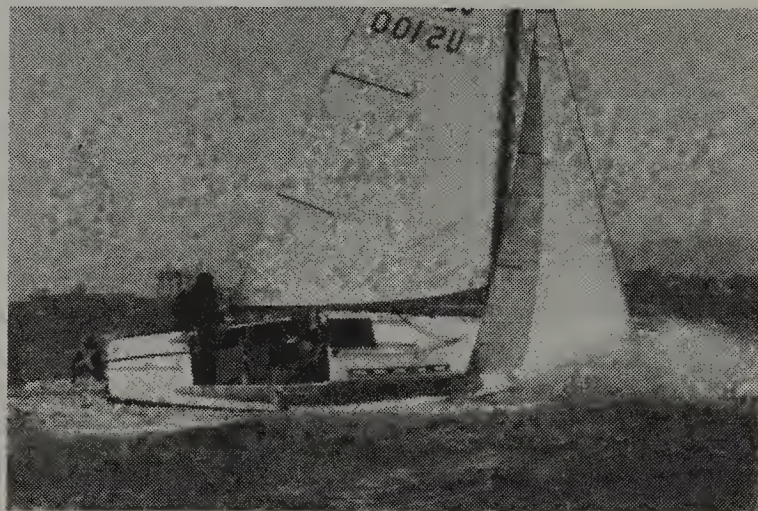
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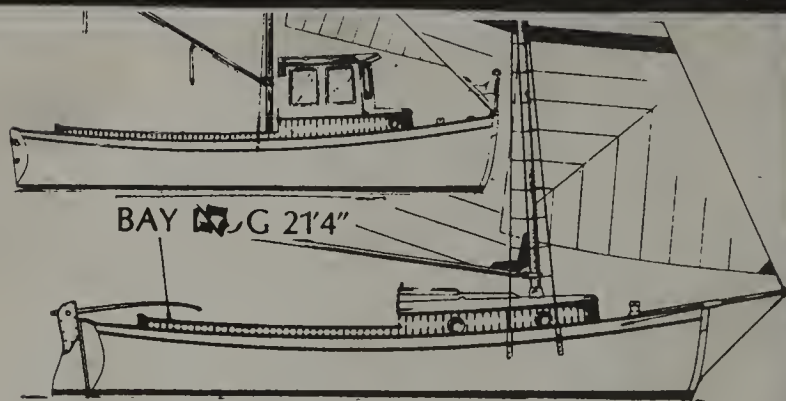
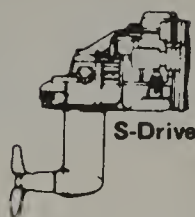
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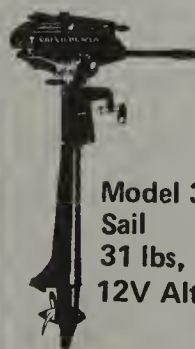
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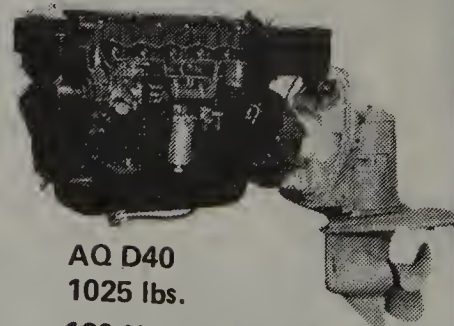


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## hey buddy can you spare me a line?



Imp clobbered some of the best boats in the world in the SORC. She did it again at the Admiral's Cup. But can she get to the Big Boat Series starting line on her own? Can she get there on time? See page 36.

## planning, swearing, naked girls

We get a lot of funny requests. One reader suggested that we swear more in our articles. (?) The most frequent request is for more pictures of naked female sailors. Well, we do admit we like pictures of nice ladies, but somehow felt that the market was already glutted with the likes of Playboy, Penthouse, Hustler, ad finitum and ad nauseam. We don't plan to publish anymore in the future, but then again we don't plan not to publish them either — in fact we don't do much planning at all. However, if you do wish to send in a photo of your favorite naked sailor we will be glad to examine it carefully.

## donovan's defense

In the Sightings section of last month's Latitude we offered our readers the opportunity of a lifetime — the chance to defend the America's Cup, and get paid for it.

We are pleased to announce that J.J. Donovan of the prestigious Sit On The Beach Yacht Club has defended the Cup with honor and will soon be receiving his booty (a cool \$25) in the mail. Without further delay we give you "Donovan's Defense":

The America's Cup is the oldest sports trophy still in competition and certainly I would be willing to defend it for a nickel plus expenses.

Let's look at what's wrong with the past defense. Number one, it costs too much money by the United States and foreign participants. Number two, the whole cup defense by the New York Yacht Club is too stuffy an affair. All the pomp and propriety and fancy parties put the average man on the outside. When I was in New York they wouldn't even let me see the stupid cup! Number three, the races are too hard for spectators to attend being held ten miles off Newport, Rhode Island. The fourth and final reason is that the boats are obsolete after the race, and are too expensive to develop for one series of races.

What would my defense be like? Here it is: If I ran the America's Cup defense it would be an economical well-publicized, and available to the American

I think parties are a necessary part of keep fun in the defense, so I would have barbecues at nominal fees featuring beer and tube steaks (hot dogs). The challenger and defenders could take turns and invite the public. How American! The New York Yacht Club could parade the Cup around at the festivities.

The starting and finishing lines would be off the Battery in New York City. The race would be around the Statue of Liberty and back. Thousands could watch from the many vantage points along the course. This would make a truly American event, befitting the America's Cup.

Finally, for the boats we would use El Toros, built of wood at the defending and challenging yacht clubs — both boats to be measured by the Head Measurer of the El Toro International Yacht Racing Association. (The name is longer than the boat, which is eight feet long.) Sails would be made by the same sailmaker and supplied to both boats (cost absorbed by the New York Yacht Club). Best of seven wins the Cup!

Well, that's it, and I am available.

Signed,

J.J. Donovan

SOBYC (Sit On The Beach Yacht Club)

Pinecrest, Calif.

Congratulations on your excellent defense, J.J. We are certain that the only reason the Cup is not handled in the manner you suggest is that nobody at the New York Yacht Club had thought of it. Rest assured that they will hear about it soon, as we will forward a copy of your defense to them right away. You may expect to hear from the New York Yacht Club any day now.



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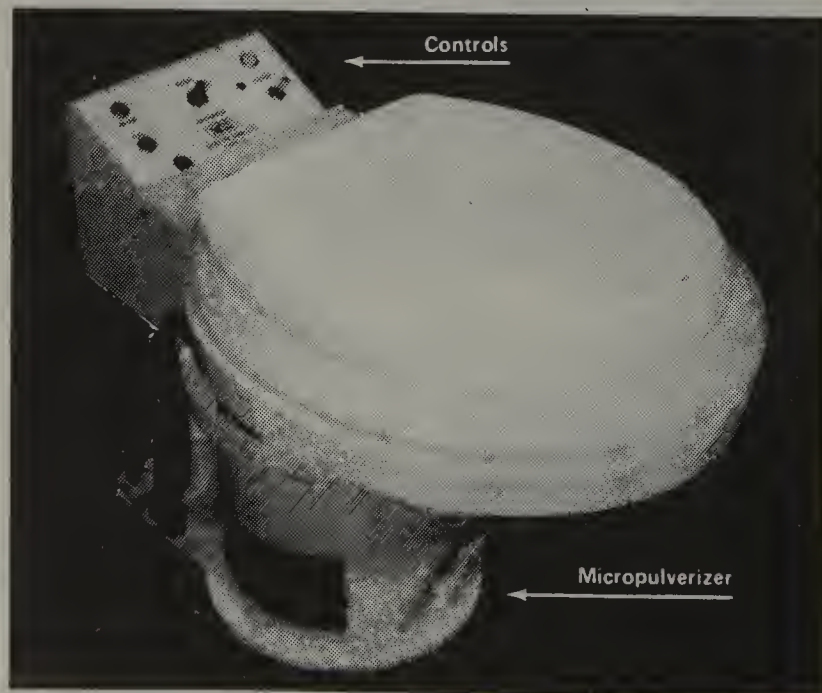
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## MOORE 24 NATIONALS

Ten years ago when we were young and innocent we used to drive down to Santa Cruz every weekend to go surfing. More often than not we were greeted with the disgustingly familiar phrase, "You should have been here yesterday, it was really great". A few weeks ago we returned to Santa Cruz, this time to cover the 2nd day of the first annual Moore 24 Nationals. Even though the activity was different, it was the same story, "You should have been here yesterday, it was really great!"

Indeed it had been. Over half of the Moore 24s ever built had shown up, including one owner from Hawaii. The fleet had ricocheted around the bouys, planning at speeds up to 15 knots in the 18 to 20 knot winds. Not bad for a keel boat, eh? The day we were there, the wind only got up to about 7 knots at most, but those little suckers really move, almost sailing at the speed of the wind.

The Moore 24 is not well-known nationally, but has a strong local following and boasts a remarkable racing record. In Santa Cruz where light is right and speed is king, the Moore 24 has so dominated IOR racing that it has been thrown out, and skippers are now forced to race PHRF. The Moore 24 has been given a high PHRF rating, almost the same as the better known and larger Santa Cruz scooter, the Santa Cruz 27, and has been holding its own.

For two years in a row the Moore 24 has won the MORC island to island around Hawaii race, including taking first on elapsed time in the 76 mile Maui to Oahu race. The boat has also driven to exasperation owners of much larger boats like Cal 40s, who have been passed up by the nimble little Moore. The Moore 24 is not what most sailors would consider a cruising boat, but the one in Hawaii got there on her own bottom in 17 days,



# MOORE NATS

mostly under double reefed main. One Moore 24 is already entered in the Singlehanded TransPac coming up next year.

Perhaps the best known Moore 24 is Poltergeist, the scourge of all racing in Monterey Bay. Some boats become legendary because of their racing record;

Poltergeist's record is so good, it has gone beyond legendary to become a regular pain in the ass. Poltergeist is owned by very much liked Robert Wade and his





refreshingly bashful and modest son Rob. Apparently Robert Wade has a heart condition, so he lets his son and friends act as crew and he goes along for the ride. One such ride was the second fastest time ever in the Santa Cruz to Santa Barbara Race, sailing the 2000 lb. Moore 24 in winds up to 50 knots. If Robert Wade's doctor knew what he was doing, he'd probably kill him.

As expected, but in an unexpected fashion, Poltergeist won the Moore 24 Nationals. She took first in all three races held the first day in good winds (So, what else is new?), but in Sunday's light winds, Nemesis from Kings Harbor down south lived up to her name and took first in both races. As she crossed the finish line, the race committee chairman hailed Nemesis with a gleeful "Congratulations Nemesis, you have broken the curse!" Nemesis had not fared so well the day before, having trouble with her leach line that left her sail motorboating, so even with two first place finishes, she took only a third. Bill MacMurray in Desiderata took second overall, with consistent sailing. Poltergeist's crew who turned in a 1-1-1-2-2 record are heavies in light displacement racing — Rob Wade, Jack Halterman, and Phil Vandenberg had all sailed on Merlin's record TransPac run. Poltergeists owner had probably turned down a berth on Merlin, fearing he might be bored to death on such a big, heavy boat.

This was our first opportunity to observe racing in Santa Cruz, and we could not help but notice how different it had been from the more traditional atmosphere that had been prevalent at the St. Francis Big Boat Series just the day before. Our first inkling of the difference came as the boats drifted around the starting line, waiting for the end of the postponement period. Ron Moore boomed out the following announcement. "Doctors did a study of Italian soccer players. They discovered that those who had sex the night before the big game did better than those who masturbated." Item: between races cookie fights broke out between racers themselves and the committee boat. Item: Santa Cruz sailors of the female persuasion wear 'Farmer John' foul weather pants, and nothing else. They do this with elan, and think nothing of dropping their tops mid-fleet to put on a T-shirt. Item: During the awards ceremony, one gentleman addressed the audience with "Hey shutup! This is important! We're trying to put this punk on! He sails fast, but he sails dumb!" We never did find out what it was all about,

ROB WADE & COHORT



but apparently he was trying to award someone with the old Cal 2-24 national trophy for buying another boat and getting out of the class so others could win. Item: The waitresses at the yacht club do not wear uniforms like at the St. Francis. One shapely waitress was barefoot, wore a purple Bogart hat, a yellow chest reflector, and a slit up the middle denim skirt. We couldn't help

noticing, and while we were she let out with a practiced and extremely lecherous wolf-whistle.

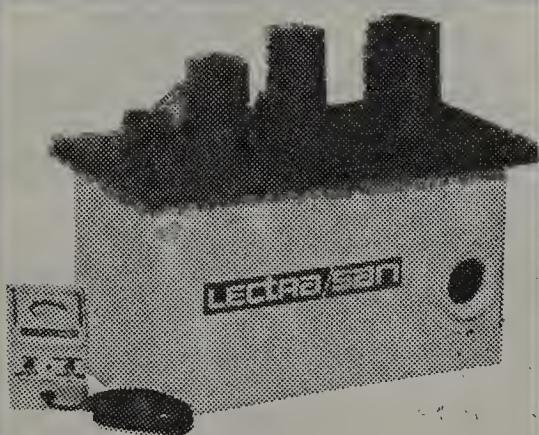
That was about all we could take of Santa Cruz, we always knew those people were a little funny. We shall however return there as soon as possible so we may acclimatize ourselves to such behavior.

— Latitude 38





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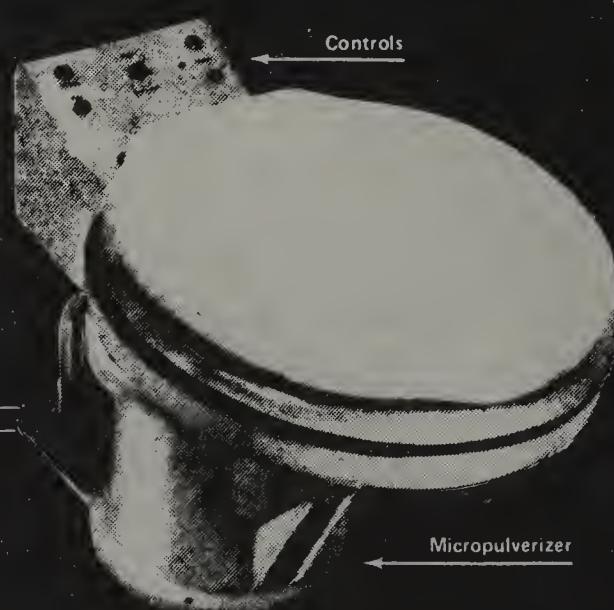
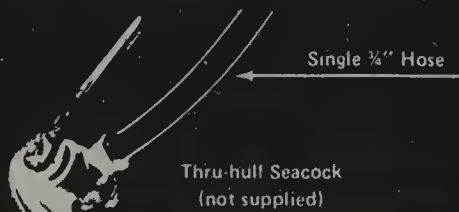
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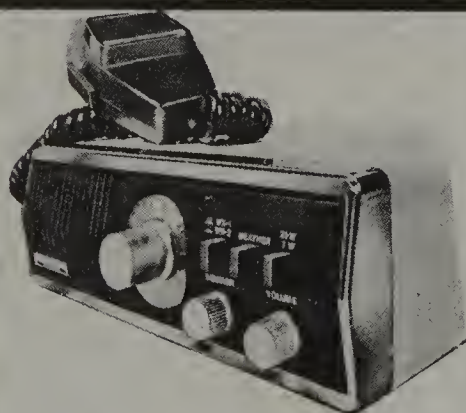
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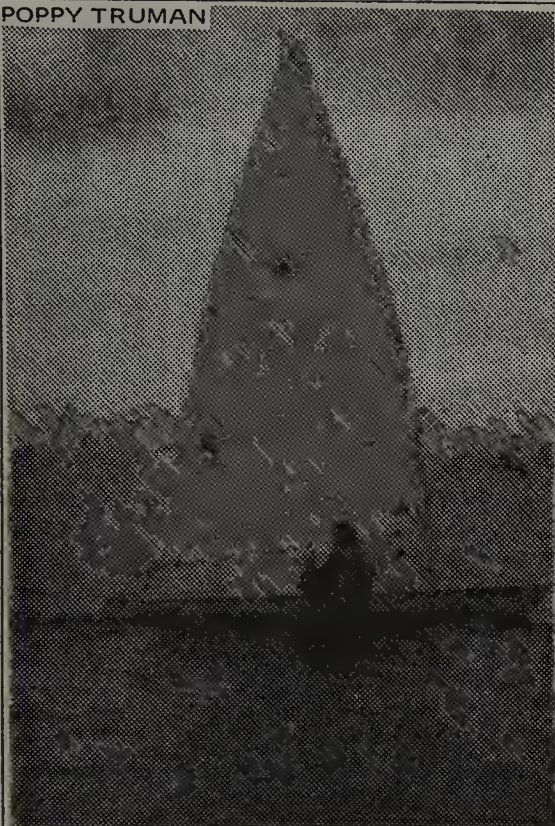
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"If I live past tomorrow I'll have made it through another one of these blasted regattas," mused Trish Heidersbach at the Women's Regional Laser Open sailed in Richardson's Bay September 10 and 11, hosted by the San Francisco YC. 15 to 25 knot winds let serious Laser sailors show what they knew and made the rest learn fast.

Two impressions were vivid to everyone. First, that Poppy Truman is indeed an outstanding sailor. She far outsailed the A Fleet competition, and with four firsts had no need to sail the last race. Second, that the Laser handling required on the course was nothing compared to the skill needed to get back to the clubhouse. The 20 knot gusts off Belvedere Point were merciless and drove Lasers, in varying states of capsize, directly toward the rocks.

A total of 36 women competed, some from as far away as San Diego. In the A Fleet it was Poppy Truman (Richmond YC), first; Harriet Minkwitz (Lake Merced SC), second; and Susy Klein (Richmond YC) third.

For the B Fleet, it was Cathy Truman (Richmond YC), first; Candi Stout (Santa Rosa), second; and Georgia Johnson (Novato), third.

Poppy Truman is the first to receive the Golden Eagle — a trophy newly deeded by USYRU with which SFYC has chosen to support one-design sailing, namely women's Laser racing.

The scope of this regatta, held each September, makes it a series people get excited about. It is open to all women, regardless of their Laser racing expertise. It is a local event, the winners defend no national titles. It is the energy of the San Francisco YC members, running the finest races and hosting the most gracious parties, that make it an event women sailors should not miss. — Betty Adam

## THE RACING SHEET

We had a cat once, but he got run over by a truck. Now we wished we had another one so we could have entered the 1977 Inland TransPac for Hobie Cats.

The Inland TransPac race starts, appropriately enough near the race track at Albany and runs up San Pablo Bay, thru Suisun Bay, Honker Bay and up the Sacramento River to Rio Vista. Hobie 14s, Hobie 16s and Hobie 18s entered — almost 100 of them, with only one DNF.

Allright mono-hullers, how long would it take a Hobie 16 to make it from Albany to Rio Vista. If you guessed 8 hrs. and 37 minutes you were wrong — the first 16 got there in 6 hrs. and 23 min.; the last Hobie 16 made it in only 25 minutes later. That's a close race, 43 boats finishing within 25 minutes of each other.

That's only the Hobie 16 A division.

If you counted all the Hobie 16s, there were 75 that finished in a period of an hour and 12 minutes. I wonder where they get people for the race committee?

The race started with a downhill pitch-poling ride up to Pittsburgh where the wind died and the fleet clogged up. The tides kept the boats moving until Rio Vista where the winds again picked up for the last few miles.

The winners? 16A Div. - B. Nelson, K. Biro, and Churchill. 16 B Div. - T. Cook, D. Colton, and J. Burms. 16C Div. - W. Searls, F. Timms, P. Hess. 14A Div. - Spottswood, D. Synder, G. Russell. 14B Div. - G. Strom, L. Allison, M. Britt. 18 Div. - Jefferies, Bradbury, C. Johnson. L. Ramirez was the only entry in the 14C division.



The 1977 Mercury National Championships were held August 18 - 21 at Still Water Yacht Club at Pebble Beach. The Mercury is an old 18' Nunes Brothers design that has now been converted to fiberglass by Art McClish. 36 entrants from all 10 fleets raced in conditions that varied from sunny dead calm to a more normal Pebble Beach conditions of fog with 8 to 10 knot westerlies.

Entries came to the championships from all up and down the coast and included many former national champions from as far back as 1966. Five time national champs Steve Gould and Doug Baird looked as though they might be going for a 6th title after winning the first

race. By the second day, consistent Lee Pollard of Richmond had taken over the lead. Positions changed rapidly with the conditions.

When it was all over, John Grether of Santa Barbara had run away with the event by a comfortable margin. John was the champ in 1975, winning on his Santa Barbara home water. For winning, John was awarded the John Koeing Perpetual Trophy.

Lee Pollard's 29 points put him 7½ behind Grether, for a second place. Austin Lysight of Los Angeles, Pat Bradley, and Steve Gould were third, fourth and fifth, respectively. The Richmond fleet will host the nationals in 1978.





## I.O.D.

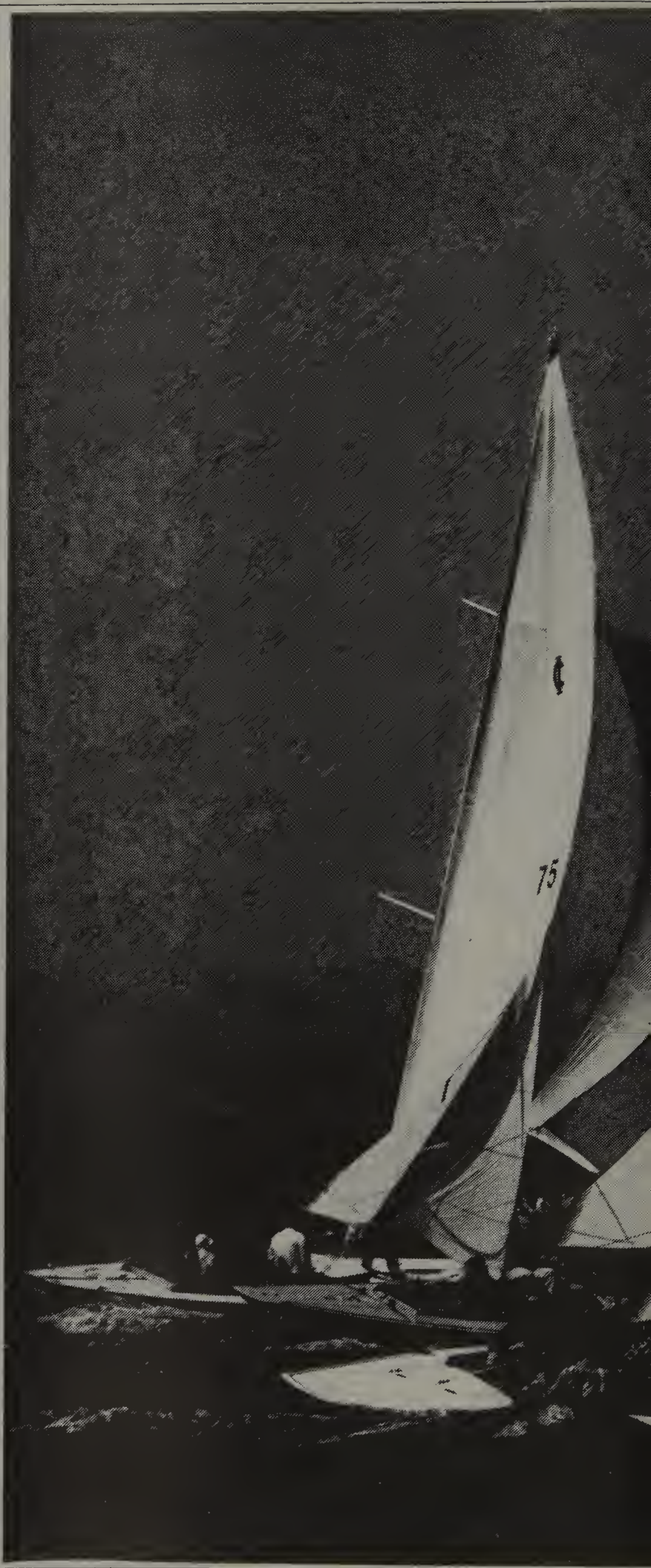
Skippers and crews from Bermuda, Marblehead, Norway, Long Island Sound, Edinburgh and San Francisco gathered in San Francisco October 8th through the 14th to compete for the world championship in a yachting class that is over 40 years old. The annual regatta is hosted by the San Francisco International One-Design Fleet and sponsored by the St. Francis Yacht Club.

The 16th world championship series of races is to be run on a special Olympic - type course set up in the area between the Golden Gate Bridge and Alcatraz Island. A practice race will be run at noon on Saturday, October 8, with the actual competition starting at noon on Sunday. The seven race series will be completed that Friday with an awards banquet at the St. Francis Yacht Club.

How is it that the International One-Design, a wooden boat designed in Norway in 1935 is still going strong today? There seems to be a number of reasons. The IOD started out as a class boat for the well-to-do. Then, with the advent and popularity of fiberglass boats, the price of wooden boats went down within reach of younger sailing enthusiasts. All at once, here was a high performance racing yacht available at affordable prices. It seems to be the best in racing. For a comparatively low initial cost and minimal upkeep, you can sail a beautiful 33 foot, 7,000 lb. racing yacht and compete on a crew-for-crew basis rather than a monetary basis.

The I.O.D. features strong international competition. Each year local skippers compete against each other in a series of races to determine who will represent the fleet in the Worlds. At each Annual Worlds, the host fleet supplies the boats for the visiting skippers. The boats are as similar as possible and are rotated after each race. No crew sails the same boat twice, and no crew may sail on its own boat. The host fleet provides accommodations and a number of social events for the visiting crews. There is nothing like visiting Marblehead, Edinburgh, or

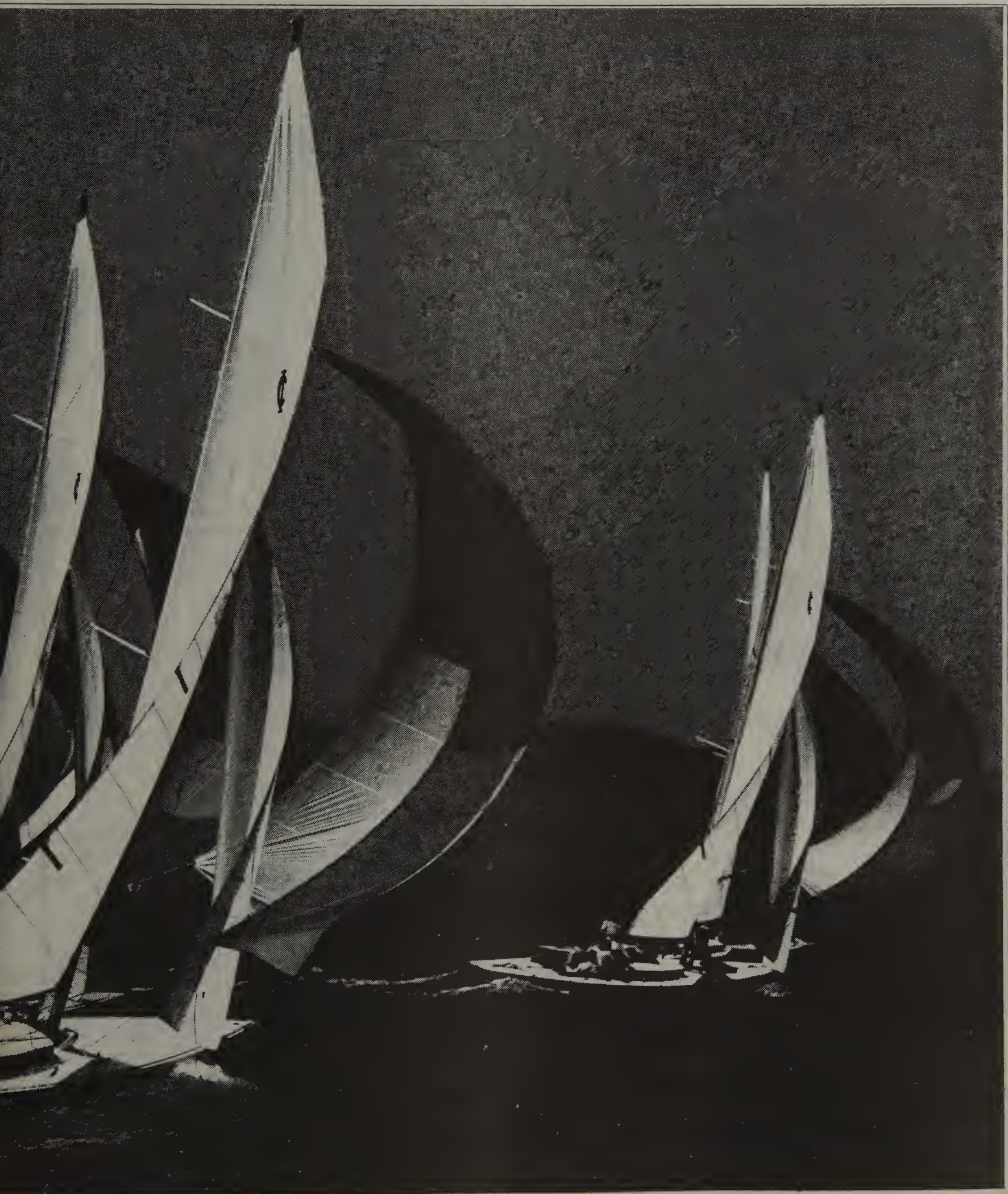
-PHOTO BY DIANNE BEESTON-



San Francisco for that matter, and being a guest rather than a tourist.

Can this 40-year old design continue to survive? To assure its survival during the Second World War, Norwegian builder, Bjarne Aas, buried the forms to protect them from the German invasion. Later, in the late 50's, when fiberglass began to





threaten wooden boats, Bjarne made a plug from the same forms and built three fiberglass boats — one for San Francisco, Long Island Sound, and one for Bermuda. After Aas' death, the class acquired the plug and shipped it to the United States where I.O.D.s are still being made in East Booth Bay Harbor, Maine. The outlook for continued survival is still good. The new

fiberglass boats compete evenly with their older wooden sisters.

The I.O.D., along with the Type 35 Bugatti, 1937 Cord 300 SL and the "blower" Bently, has achieved that status of a classic. They all have unforgettable lines and when you are in them, they feel alive. The only difference is that you can buy the I.O.D. for a reasonable price.



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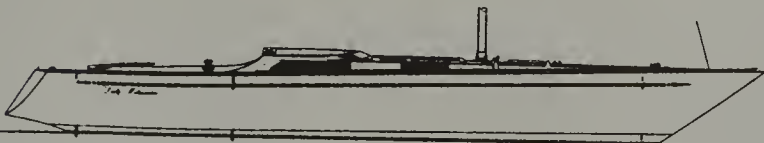
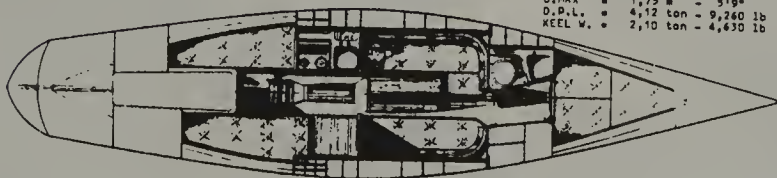
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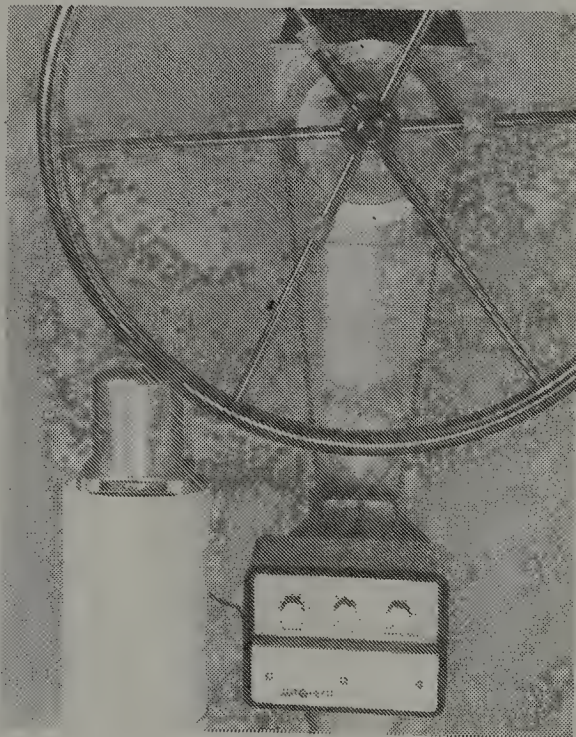
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Isn't it nice that all of the problems that boaters have always seem to happen to someone else? Don't we wish!

This last fall a friend of mine didn't have just a few problems. He must have hit the all-time record for perpetuating Murphy's Law. A lesser man might have given up. He might even have opened up the sea cocks, climbed into his Avon and rowed to shore.

But with the luck he had on the trip the sea cocks would have been clogged and the boat would have continued to float.

This friend, we'll call him Barney, because that's his real name, is one of those individuals who took to boating as a hobby, a form of relaxation. Now it's a passion. (Of course, that always describes the other person and not you and me.)

Anyway. Barney and his wife, Kathy (another non-fictional name), had planned for more than a year for a six-week sailing vacation from San Francisco to Catalina and back. Barney is a perfectionist (you know the type) and they had planned everything in detail.

Well, to give you an example of Barney's perfection fetish, there's Bristol clean and then there's Barney's clean, which is one step above.

For weeks, if not months, Barney poured over the charts. He talked to people. Gathered as much local knowledge as possible. At the same time he and Kathy detailed their provisioning needs. Every weekend they would haul half a grocery store to the boat. He couldn't go for a day's sail because he was too busy checking the boat over, stowing items and planning and replanning the prospective trip.

At last the cast-off weekend came. We sailed over to Barney's slip, arriving about 1100 to wish them bon voyage. The boat was open but no Barney or Kathy to be found. Well, we tied up to wait for them (we not only wanted to wish them well on their trip, we were also going to use their slip in Alameda since Marin County wouldn't let us wash off our boat and this would mean six weeks we could keep our boat "healthy".)

About 1300 Barney and Kathy returned to the boat. Barney was flashing the biggest middle finger splint you have ever seen in your life. Perhaps a symbol of what lay ahead.

That morning he pulled out his life raft pack from down below and started to secure it to the chocks forward of the mast. As he was tightening the straps he heard a loud pop and the pain message from his middle finger to his brain warning center said something had happened. A quick trip to the hospital confirmed the problem. Barney had broken his finger.

Now a start like that would probably put a damper on such a trip for a lesser man (like me). But Barney was undaunted. With a bum finger and my help he secured the life raft.

Just a few last precautionary things to do and they were ready for their great six-week sailing adventure. At 1700 they cast off on their first leg of their trip. They cruised to the Golden Gate Yacht Club where they would spend the night and kick off with the ebb tide early in the morning.

At 0600 it was as though Joshua Slocum himself was calling as Barney and Kathy, two of the happiest people in the world, powered under the gate. In fact, winds were so light they powered almost all of the way to Half Moon Bay. But they did get in an hour or two of sailing and dropped the hook in that safe, secure little harbor at 1600.

They were beside themselves with excitement. After a few cocktails and a warm dinner they climbed into their bunks for




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but something

went wrong....

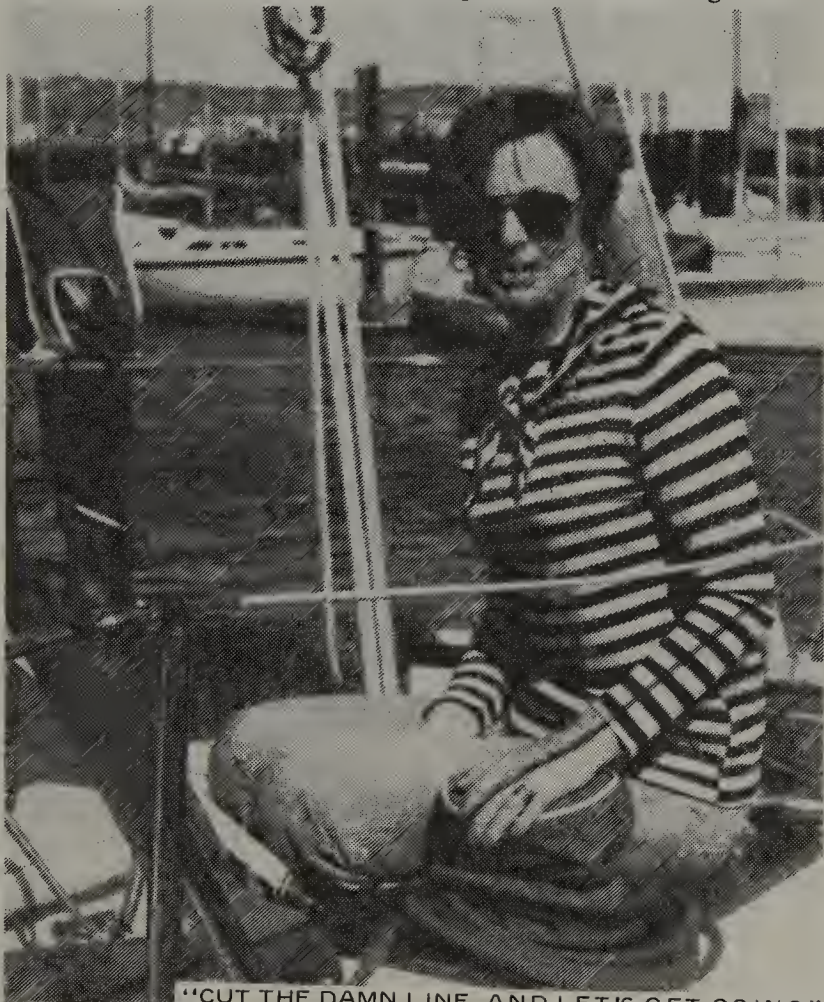
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# KATHY

an uneventful night's sleep. At 0600 Barney was up and ready for the second leg of their well-planned, well earned trip. He began hauling in the anchor but something was wrong. Even with the power winch he couldn't budge it. Before most sensible people have their eyes half awake, Barney had inflated his Avon dinghy and rowed out to survey the problem.

When Barney came in the night before he had dropped his anchor too close to one of the permanent moorings. Then,



"CUT THE DAMN LINE, AND LET'S GET GOING"

during the night, as the boat swung on the hook it had wrapped anchor chain and anchor line around the permanent mooring.

Bobbing in the cold water with the mist collecting around him, Barney surveyed the problem. Kathy, in typical first mate fashion, offered the solution. "Cut the damn line and let's get going."

Barney wouldn't hear of it. He had just bought \$200 worth of anchor rode and chain. He was going to save it if it took all day. He wasn't about to lose a \$100 anchor, the chain and the rest of it. After an hour of struggling he got to the shackle, got it loose and had Kathy secured the anchor rode. He then proceeded to unravel the chain from the permanent mooring and hoisted the chain and anchor onto the boat.

With everything secure he smiled, turned to Kathy and said, "Not bad for a 50-year old mariner." With that he gave the order to start the engine and get underway. Kathy started the engine, put it in gear and nothing happened.

As he stared in disbelief over the transom he could see the problem. The anchor line had wrapped about eight times around the shaft making a very effective shaft brake. With that he mumbled "What the hell am I going to do now?"

With his boat hook he hung over the side of the boat trying to get the line unraveled. Nothing is harder than hanging upside down and backward over the gunnel trying to work. After some

frustrating attempts it was obvious that the line wouldn't budge. He had to go into the water to free the line.

With his clothes on, Barney jumped into the icy Pacific water to unravel the mess. He lasted about 30 seconds. The shock took his breath away and he was certain he was going to have a heart attack.

Numbly he climbed back aboard the Avon and sat there trying to figure out an alternative. Finally he said the hell with it, it had to be done — and this 50-year old man is going to do it. He dove back into the water, and working faster than he had ever worked in his life, he freed the line.

After changing clothes, securing the line and the Avon, it was a happy man who gave the orders to head for their next stopover, Santa Cruz, on their auspicious cruise to Catalina.

He told Kathy to steer a course of 270 and went below to take a little rest. Kathy hollered down that she was having a little trouble maintaining course so Barney came topside to survey the problem. The compass card was twirling faster than a roulette wheel and there was a vibration that may have registered Force seven on the Richter scale.

Barney knew that he had bent the prop or shaft and now they were in real trouble. But something instinctively told him to check the oil in the engine since he had forgotten that step in his pre-departure procedures because of all the prior commotion.

Oh yes, let's go back a few months for a moment here. He had always had an oil leak in his Atomic 4. But, two weeks before they departed he had a mechanic replace the rear seal and he was told that it would solve the problem.

When he checked the dip stick it was barely showing that he had any oil. So he checked the bilge. You guessed it, full of oil. With that this non-mechanical mechanic took off the engine cover and with manual in hand began trouble shooting.

You know the route, if you have no oil pressure check these items. So as they are bobbing around in the Ocean off Pillar Point, Barney sits there following the "easy-to-follow" directions. He unscrews a nut and suddenly a spring flies up shooting a small ball bearing into the oily bilge. Well, he spends hours searching for that ball bearing. Finally he decides the hell with it.

They start the engine back up with zero oil pressure and power back into Half Moon Bay. They go ashore and he calls some friends who live near there who loan him their car so he can go get a new ball bearing. He drives to Alameda, gets the part, returns to the boat and installs it.

"By God Kathy, I think we've got it licked now," he says in triumph as they head out again. Without warning the oil pressure drops again and he finally decides to abort the mission for the time being.

With the engine off and in light winds they sail back toward San Francisco. At about 1600 they are about seven miles from the Gate and they call my wife to see if we'll move our boat since we were using their slip. My wife being a very good sailor in her own right takes a girl who normally accompanies us on weekend cruises to babysit, over to move the boat.

Late that night, under sail, a tired, frustrated couple bring their boat into their own slip.

The next morning Barney calls a diver to come over and check the prop and shaft. He was down below about 10 minutes and when he surfaced he came up with a ball of kelp bigger than a medicine ball and just as heavy.

The kelp had wedged itself between the shaft and hull and that was what was causing all the vibration. The mechanic then checked everything over and said the engine looked in great shape and there was no reason they shouldn't go and have an



"uneventful" time.

At 0200 next morning it was a happy skipper that caught the ebb out of the Oakland Estuary just flying toward Catalina. He looked at Kathy and said, "By God, we're really going to go now." He's humming and singing and really feeling great.

At the end of the Estuary he glance at the oil pressure and it has dropped to 15 pounds of pressure.

With that he looked down to Kathy and said, "To hell with it. We're turning this boat around and going back to get a new diesel." Later that morning after normal people get up and go to work, he calls his mechanic and asked him to get a diesel that will fit his boat.

After some quick checking they find that with "a few modifications" the Pisces will fit in Barney's Columbia 36. So Barney proceeds to pull the Atomic 4.

After that's done, he of course had to get rid of about 60 gallons of gas. So with jerry cans and a small hand pump he and Kathy begin siphoning out the gas getting about a gallon out every 20 minutes.

Now no one does a job on his boat without friendly curiosity on the part of the locals asking what you are doing. Sailors are the most helpful people around; and they always have a suggestion on how to make the task easier. Barney's job was no different.

One of his friends comes up and asks him what he's doing. In between grunts and pumps Barney says, "Man I'm getting a new diesel and I'm happier than you-know-what, but right now I'm getting all of the gas out of the tanks."

Naturally this sailor, like every sailor, has a better way to handle the job. "Use my electric pump. It'll make the job go real fast," he offers. And so, with that, they get the electric pump and hook it up. There's no switch on the pump and the only way you can disconnect it is to pull the wire. They're pumping out gas like crazy.

Barney is holding a 5-gallon jerry can in his arms and Kathy is in the cockpit manning the pump. The jerry can is full, and fearing an overflow, he hollers up to have Kathy disconnect the pump.

Well, the wires had soldered themselves together and didn't come apart smoothly. They sparked, igniting the jerry can in Barney's arms.

He stares down and his arm is in flames. He runs forward grabbing a jacket to douse the flame. He looks aft to go back to put out the flames and the entire hatchway is engulfed in flames. Both of the fire extinguishers he had aboard for safety were right in the middle of the flames.

The only thing that can flash through his mind is that the boat is going to go. He heads forward and jumps through the forward hatch to escape the holocaust. In the process he gashes his head open.

Volunteers quickly rush both Barney and Kathy, who had also sustained severe burns, to the hospital. As they were being driven away they looked back to see their "baby" engulfed in flames.

While boaters are nosey and have their own opinions, they also pitch in in times of trouble. This was true of Barney's disaster. Fellow boaters quickly gathered their fire extinguishers and put out the flames. In fact, the fire department later told Barney that if it hadn't been for the quick actions of the people in the marina his boat would have gone up in another 30 seconds.

While Barney and Kathy were still in the emergency room, one of the people from the yacht broker's office near them came in to tell them that they hadn't lost their boat. The boat had been damaged, but not as badly as they might think.

In retrospect Barney could only say, "My neighbors, one with a Coronado 35 and one with a Rafiki... they jumped aboard my boat with their fire extinguishers, with, what I consider is little thought for their own safety, and put the fire out. If it hadn't been for them I would have lost the boat. It's wonderful the way yachtsmen will rally around you in times of trouble. There was a tremendous amount of danger involved and they didn't have to put themselves into that predicament. But they did."

Kathy interjected, "One guy came down into the boat to try and rescue Barney because he didn't see him go out the forward hatch. That's one neat guy."

As Barney laid on the gurney in the hospital he tried to figure out what he was doing staying in such a dumb sport like yachting. He figured that he could sell the boat and get his country club membership back and take up golf again.

But when he got back to the boat he realized he was looking at a very badly scarred friend. Right then he realized that all of the things that had happened weren't the fault of the boat. It was his own fault.

"If you really take the time to analyze a given problem," he commented, "it is very seldom the boat's fault. It's not fair to be angry at the boat because of something you do. Frankly, you've got to pull a few boners in the sailing business to learn and enjoy it."

Today the boat is back in "Barney condition". Barney and Kathy are once again plying their way around the bay and off the coast on weekends.

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by god, kathy, i think  
we've finally  
got it licked . . .

---

He's also knee-deep in plans for next year's cruise to Catalina. Afterall, everyone knows that by a process of elimination it won't be long and you'll have a fool proof boat if you keep replacing things. Also, we all know that it won't be long and we'll know everything there is to know about sailing.

With caution, knowledge and preparation you can really set the world on fire!

— Andy Marken



There used to be only one way to design and cut a sail — the old eyeball and memory technique. Very romantic. But, when it comes down to quality, there's nothing romantic about making a sail. Because, designing and cutting demands accuracy and precision.

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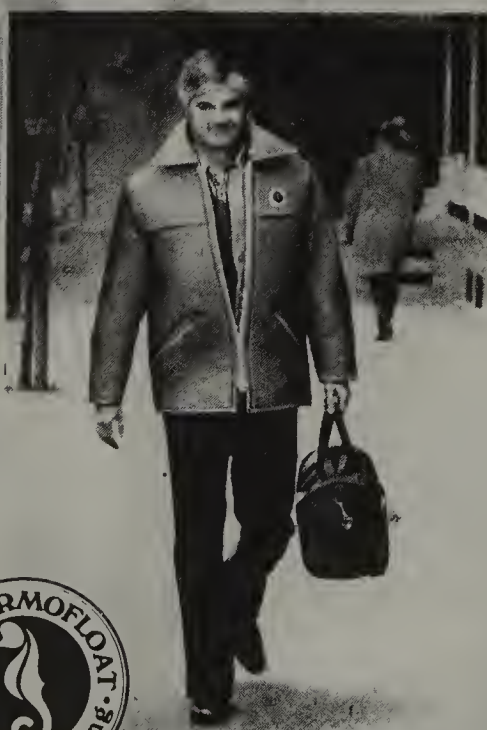
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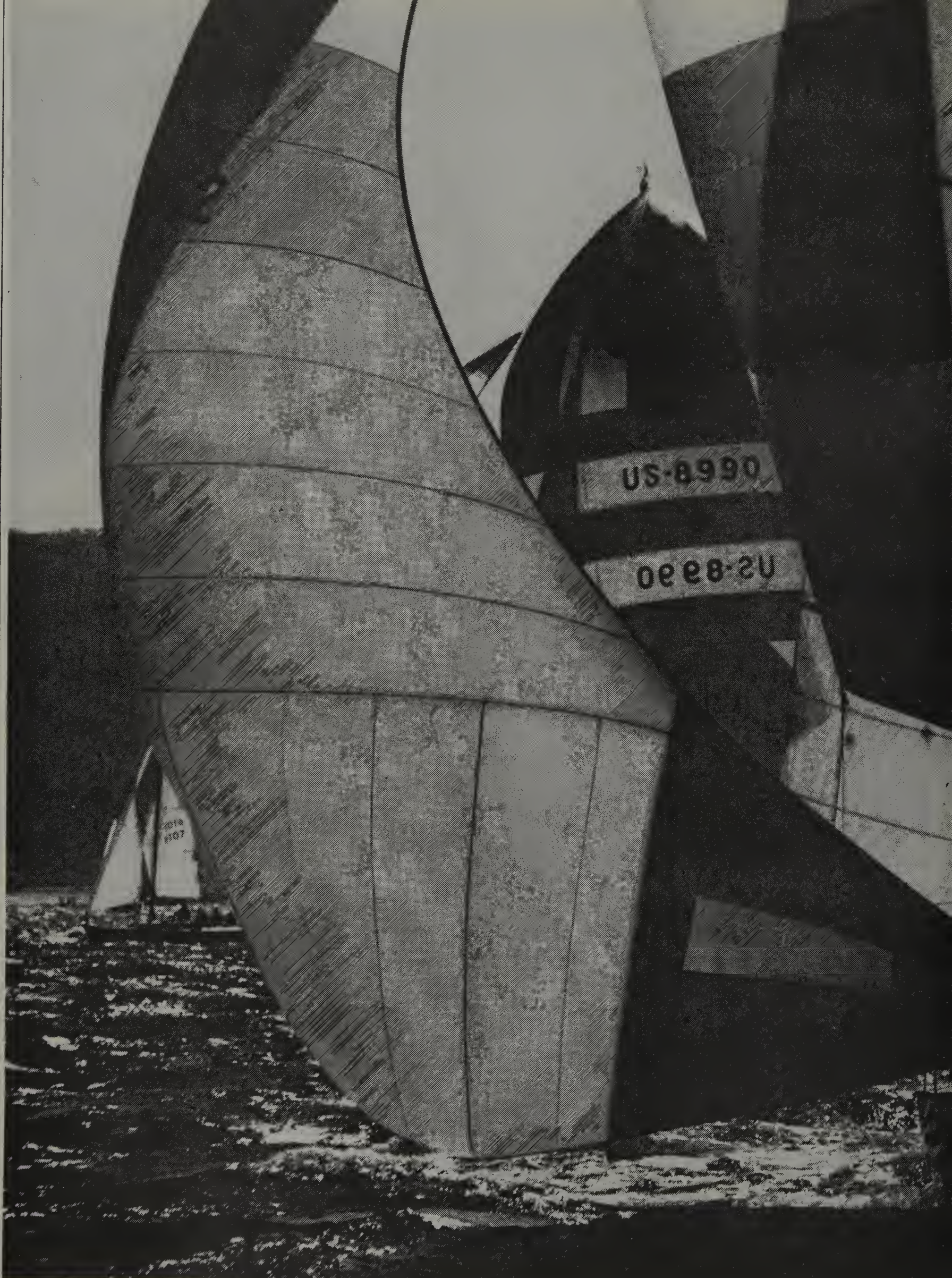
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# Big Boat Series

Photographs by Dianne Beeston

**A** friend of ours, we won't mention your name Jocelyn, claims that watching yacht racing is just about as exciting as watching paint peel. Well, it's true we'd rather be participating than observing, but we found following the Big Boat Series a most pleasant way to spend four September afternoons. The courses are layed out so spectators can criticize strategy as well as scrutinize tacking duels and spinnaker sets for excellent vantage points. If there is such a thing as a spectators race for the general public, the Big Boat Series is it, and the St. Francis Yacht Club derserves credit for making it possible. The weather was pleasant, the competition was fine, and we had a fine old time sitting on our butt watching the boats go by.

The 'Big Boat Series' is formally the St. Francis Perpetual Trophy Regatta, in which boats compete in four different categories for four different trophies. The biggest boats, up to 58' this year, raced for the St. Francis Perpetual Trophy which was begun with an anonymous donation in 1965. The Keefe-Kilborn Perpetual was established in 1976 to honor the memory of two long time



# B.B.S.

friends and St. Francis members; this year two-tonners competed for the trophy. A third category is the City of San Francisco Perpetual Trophy, the trophy itself being the Golden Spade used in ground-breaking for the Golden Gate Bridge, which is on loan from the de Young Memorial Museum. Custom and production boats from 43 to 51' competed for this cup. The last category is the Richard Rheem Perpetual Trophy, started in 1972 to honor the memory of the former owner of the glorious Morning Star, winner of the 1949 TransPac. This is the only category in which only local boats raced, rating from 29.5 to 32 feet.

While the trophies are memorials, the boats that compete for them are almost all near state-of-the-art ocean racing machines. The series is unique because it is perhaps the only event where ocean racers perform exclusively on an around-the-bouys basis — thus keeping those of us off the street who don't have a peeling paint to watch. While the trophies remain the same, the St. Francis invites different types of boats to compete each year, giving the public a chance to examine and observe a wide variety of boats from year to year. Last year, for example, the big boats racing included Kialoa, Windward Passage, and Ragtime, all legendary ocean racers, and all of whom got clobbered by the Australian sloop Ballyhoo.

This year's most promising matchup was in the Keefe-Kilborn series, featuring some of the best two tonners on the coast. One of the boats was Racy, Lou Taylor's aluminum Peterson design that had won the Keefe-Kilborn in 1976, and had taken northern California's top ocean series, the Danforth. Three other Peterson designs, Vendetta, Cadenza, and Chuck Leson's new Incredible promised to make the competition tight.

As if that weren't enough, Dave Allen of Belvedere opted to race his very successful Ron Holland design, Imp, in this class even though it does not quite rate two-ton and theoretically should be slower. If everyone was gunning for Imp, it was certainly understandable. Imp finished construction just in time to tear up the SORC competition last year, winning every race except one, and then she took a second. Imp then sailed on her own bottom to England to participate as a member of the United States entry in the world's premier team competition, the Admirals Cup. Racing against 57 of the newest and hottest boats in the world, Imp compiled a 4-1-11 record in the inshore races, then took a 3rd in the 230 mile race back and forth across the

IMP, FREE SPIRIT, PACHENA



English Channel. She completed her amazing record in England by beating a fleet of 300 boats in the prestigious 605-mile Fastnet Race. Some believe Imp to have compiled the finest ocean racing record in decades, and the Keefe-Kilborn two-tonners were eager to have a crack at her.

Docking after winning the first race, Dave Allen's first words to a friend were "Hello Robert, did you see that crew work? They were the ones." Dave's an excellent sailor and a gracious one too, but his words didn't seem to be a case of false modesty. From what we could tell, Imp's crew was indeed a major factor in her winning the first three of the four races in the series. Imp played the tides and winds shifts with confidence, but perhaps more important were her crisp tacks and clean spinnaker sets.

The best example was on Friday, when the winds blew as strong as they would during the entire series. After the first weather mark, Imp was 7th and Incredible 8th. Racy had a strong lead, and was in a good position to trounce Imp, but was dismayed. Vendetta, then, winner of 4 straight in the 1975 Rheem Series, was the first boat around the second weather mark. Imp and Incredible had clawed up the the last two boats in the fleet to 2nd and 3rd positions. Vendetta set her spinnaker in the brisk wind and headed off in the very general direction of the next mark. Imp set her spinnaker smartly, quickly raised her blooper and was off directly to the next mark. Incredible got her chute up hot on Imp's heels, but not her blooper. With Vendetta wallowing off to other parts of the bay and Incredible flying less sail,



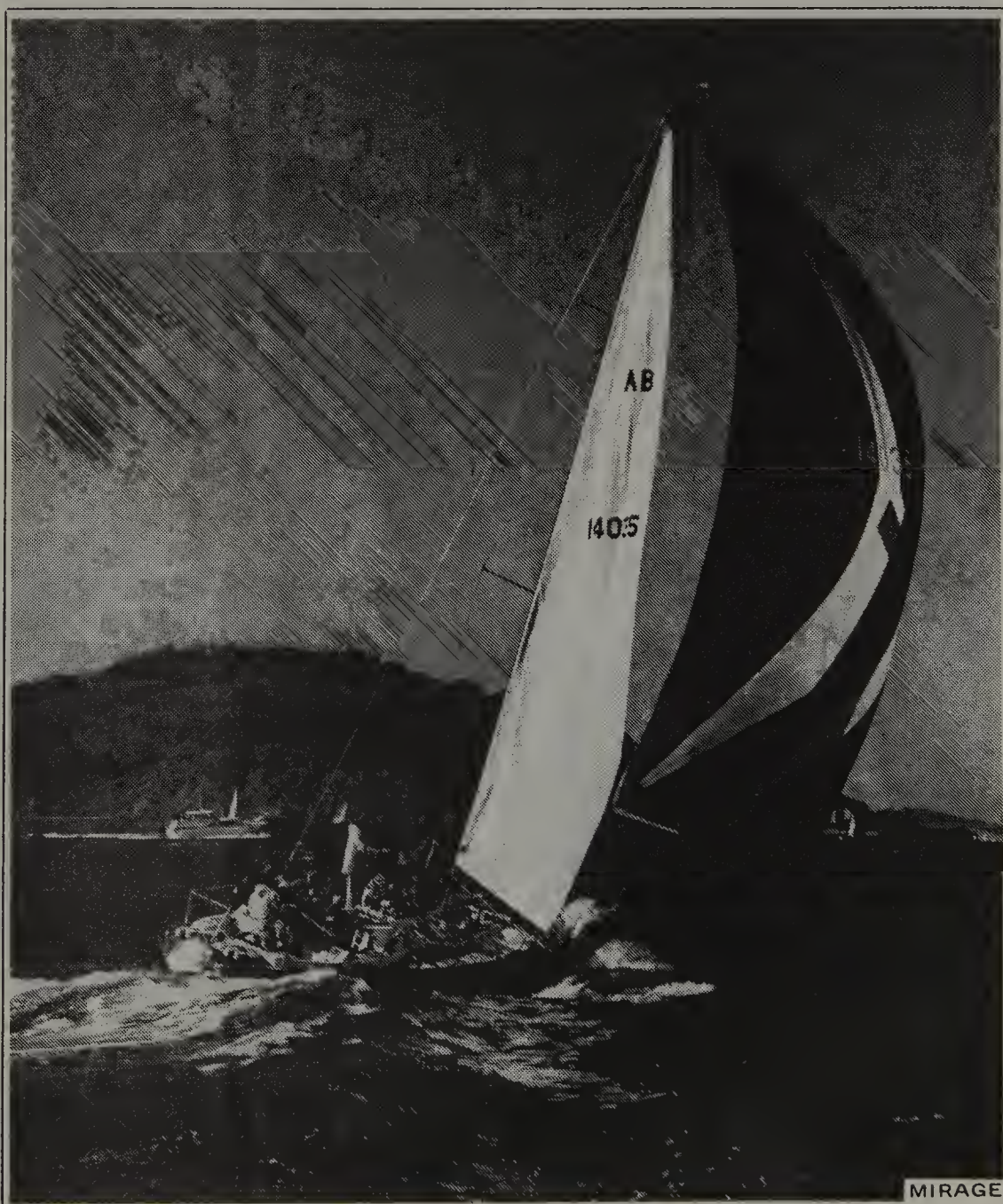
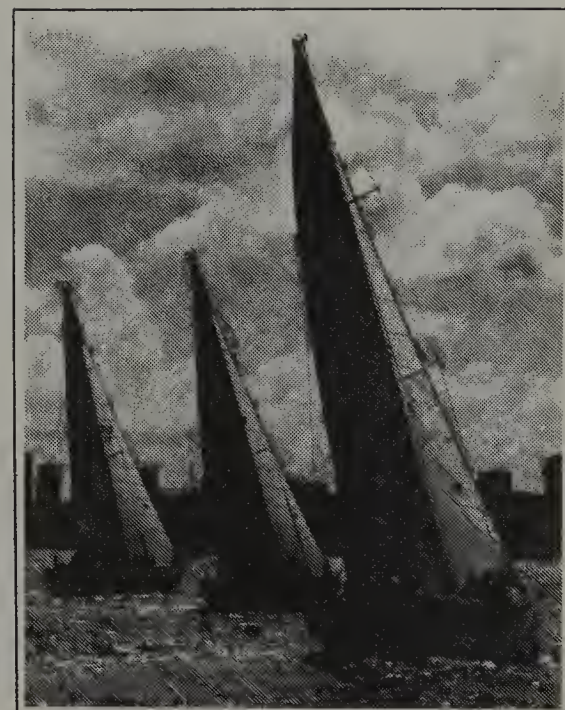


Imp just just ran away from the fleet. With her third straight victory Imp did not have to race the fourth and final race to win the series, but she did. Her crew was uncharacteristically sloppy during the last leg of the last race, and took a gentlemanly 5th, rather than the 3rd or 4th she might have gotten.

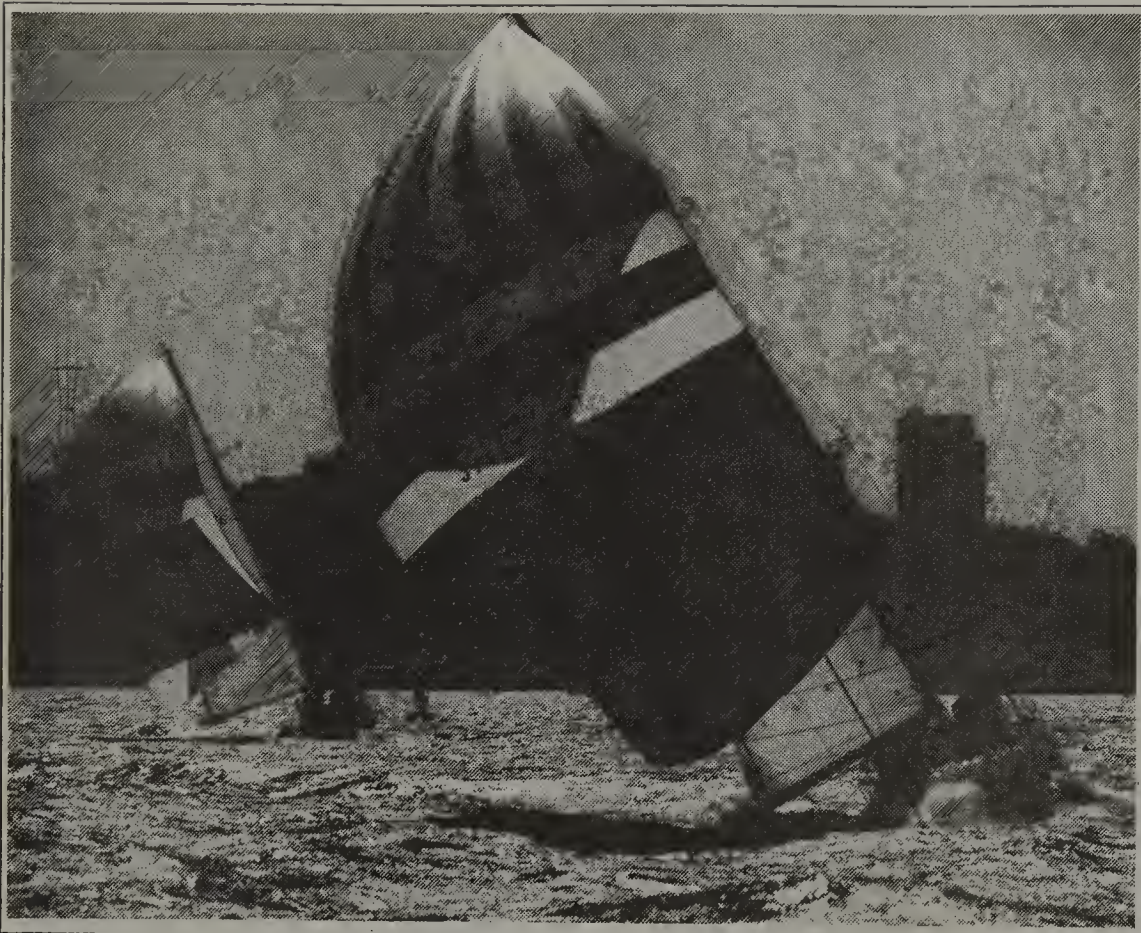
Chuck Leson's Incredible would have really put the pressure on Imp had she not floundered to a last place finish in the second race. In the three other races Incredible had finished second, and save the second race, might have made things much more difficult. Imp also benefited from the unfortunate dismasting of Racy, who had started slowly with a 6th, took a 3rd in the second race, and was leading the 3rd when she lost her stick. Imp was not only a fast boat with an excellent crew, she had the luck of the Irish with

her during her first appearance on home waters. Final results: Imp, Dave Allen SFYC 7¼, Incredible, Chuck Leson MYC 13; Pachina, John Newton Royal Vancouver YC 16. Dick Ettinger's Free Spirit was 4th, Carl Eichenlaub's Cadenza a disappointing 5th, Bill Menninger's Vendetta 6th, and Lou Taylors dismasted Racy last, having missed two races.

The big boats vying for the St. Francis Perpetual were the 53' Whistle Wing V, winner of the 1976 St. Francis Perpetual; Hawkeye, a 48' Bruce King bilgeboarder that won the 1975 St. Francis Perpetual; and two S&S near-sisterships, the 57' Lightning and Equation. (Lightning is a masthead rig, Equation a 3/4 rig.) A gutted radical racer, Native Son from Newport got crunched in the series, taking a distant 5th each race. Natoma, owned by Dan Daziel looking smashing with all her sail up, but finished last in







every race, perhaps proving that ketches (i.e. Kialoa and Windward Passage vs. Ballyhoo) have trouble with sloops in bay racing around the bouys.

Like all the series, except for the two-tonners in the Keefe-Kilborn, the big boats raced on a handicap basis and had everyone clocking the always close finishes of the first four boats. The racing was very tight, and several times only seconds separated boats. Whistle Wing seemed to have a safe margin going into the last race on the basis of two 1st place finishes and a 3rd. Nevertheless, she faltered in the last race, finishing 4th and coughing up the series to the consistent Lightning which had three 2nds and took 1st in the crucial final race. Hawkeye had done well in the light airs of the second race, grabbing a first, but seemed overpowered at other times and just did manage to hold off Equation for a 3rd place in the series. Larry Carr's lightning took Santa Barbara's Hastings Harcourt's Whistle Wing by a  $6\frac{3}{4}$  to  $8\frac{1}{2}$  point margin — closet of all four series. David Cuckler's Hawkeye from Newport finished with  $10\frac{3}{4}$ , Gerald Simmonis' Equation from Long Beach had 13. Native Son and Natoma were a distant 5th and 6th.

Like Imp, William Poer's High Roler from Newport had a very successful SORC last year, and the aluminum Peterson 46 kept right on winning despite strong competition in the City of San Francisco Perpetual. High Roler took first

in three races, and was leading the other until the final leg when Saudade, chartered for the series by Frank Kawalkowski, grabbed a 1st. In the other races it had been Saudade fighting it out with Scandalous for second and third, with Sirona, Bogart and Finesse trailing the fleet by a good margin. Ironically, Scandalous' owner, Bill Pascoe, was the previous owner of Saudade, the boat that nipped him for 2nd place in the series. Saudade, years older than Scandalous had been a star of Germany's winning Admiral's Cup team several years ago.

The biggest runaway of the series took place in the Richard Rheem trophy, where the soft-spoken Les Harlander let his custom C&C Mirage from the Richmond YC do the talking. Even though Bob Cole's Tartan 41 Regardless took 1st in the second race, it was generally Harlander's black-hulled Mirage easily outclassing the fleet. Mirage ended up with  $4\frac{1}{4}$  points, Regardless 12, Chris Gasparich's P.J. 43 a close 3rd with 13. Oli-Oli, Allegre, Bohemia, and Le Cygre finished further down the fleet.

The Big Boat Series has a lot to offer spectators; the generally pleasant fall weather, gracious boat owners who allow you to peek about their machines, many lovely ladies (all waiting for crewmembers), and believe it or not Jocelyn, some exciting racing. The hell with paint, we'll be back next year.

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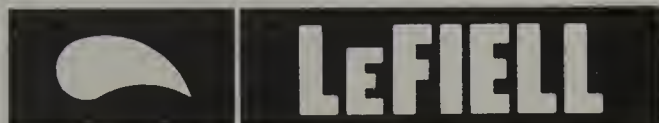
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# TRAGEDY OF THE SPIRIT

## PART 1

**A** little more than a year ago the 42' ketch "Spirit" foundered and sank on its way from Hawaii to Sausalito, eventually resulting in the loss of two lives. For weeks the life and death drama of survival on the open ocean made sensational headlines in local papers. The life and death drama is over, the headlines have been replaced, but the story of the Spirit is far from being concluded.

An extensive Coast Guard investigation concluded with the opinion that the Spirit had sustained a hull penetration below the waterline from an unidentified submerged object. The Coast Guard further concluded that there was no evidence of any misconduct, incompetence, negligence, or foul play and recommended that the case be closed.

Nevertheless, lawsuits alleging negligence have been filed on behalf of two of the five who had sailed on the Spirit; lawsuits which have left many sailors both outraged and dumbfounded. Many allegations in the suits are directly in conflict with the testimony of those who had been on board the Spirit, and some of those named as being defendants in the suits had not seen the vessel for 23 years prior to its foundering. The mere fact that the suits have been filed means that someone is going to have to pay and that someone is you. If the suits are won, the ramifications for anyone who has ever, does now, or will ever own a yacht are potentially devastating. The Spirit sank over a year ago, but the tragedy is continuing in the courts.

On September 12, 1976 the double-ended gaff ketch left Ala Wai yacht harbor for Sausalito with five persons aboard — all in their twenties. Three were men: Durel Miller, Bruce Collins, Jim Ahola; two were girls who had never sailed before, Camilla Arthur and Nancy Perry. Although owner Ray Jackson had been sailing the Spirit for over 8,000 miles on this voyage, he did not make the trip to the mainland because of a bad back.

On October 14th, Ray Jackson called the Coast Guard expressing concern that the Spirit had not arrived on the mainland. There was no immediate extreme alarm since the last radio contact with the boat on September 22 indicated that the winds had been extremely light and that the Spirit would conserve her remaining fuel for the approach to the California coast. The Coast Guard informed Jackson that it was not unusual for a vessel to take forty days for the passage, and that the recently arrived yacht "Ulaloni" had encountered almost no wind and had to motor for most of

the crossing. Nevertheless, the Coast Guard did start a computer analysis of the Spirit's probable course, and when finished on October 17th, issued an urgent marine information broadcast. Seven days later, after the Coast Guard, Navy, and Air Force had searched over 200,000 square miles of ocean, all members of the Spirit had been accounted for. Three had survived, two had not.

Twenty days before the urgent marine broadcast had been issued, on September 27, the Spirit had gone down. The sinking was as rapid as it was inexplicable, and occurred about 10:00 in the morning while sailing "perfectly" on a broad reach under small jib alone. The weather conditions were by no means severe: winds were about 25 knots, seas from aft, slightly confused at about 10 to 12 feet but not breaking. Spirit was moving at about 6 to 8 knots and the two most experienced crew members were not particularly concerned, in fact, they had just discussed setting more sail.

Between two peaks somehow the boat was instantly jolted on her beam ends, accompanied by a very loud noise. At the time only two were awake, Durel Miller at the helm and Bruce Collins below in the galley. Collins thought they had been hit by a freak wave, Miller thought there might have been an explosion on the inside — later both of them agreed neither one of these things happened. For a long time Bruce Collins was convinced that the boat had rolled 360 degrees, but later decided that evidence indicated that he had probably become disorientated. Durel Miller, who was catapulted into the water and then dropped back aboard by the rigging when the boat righted itself, is certain that the Spirit had only suffered an extreme knockdown for unknown reasons. Jim Ahola, Camilla Arthur, and Nancy Perry had all been asleep in the aft cabin and had heard the loud noise and instantly felt the water filling the aft of the boat. All three swam and struggled to the aft deck which was already low in the water.

In three to five minutes the top of the Spirit's masts had disappeared under the surface, the boat had gone down stern at an angle of about 20 degrees. The entire crew managed to inflate and board two Avon 5-man liferafts suffering no more than minor scratches. The extensive survival pack, including an EPIRB, that had been secured to the bulwarks and attached to a large fender had disappeared in the jolting knockdown. Even though the boat sank stern first, mysteriously planks along one side, part of the caprail, and some of the lifelines

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sailing perfectly on a  
broad reach under  
small jib alone

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in 3 to 5 minutes  
the masts had  
disappeared

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# SPIRIT

early this year  
lawsuits were filed

had also disappeared. Bruce Collins also remembers seeing a hole in the bow. The crew only had enough time to gather several jugs of water, a little clothing, and a few blankets. The rafts were tied together, but a short time later broke loose and rapidly drifted apart.

On October 18th Durel Miller and Nancy Perry were picked up by the Oriental Financier and taken to Yokohama where they recovered. On October 24th the USCGC Campbell picked up the 2nd raft with Bruce Collins who later recovered. Jim Ahola and Camilla Arthur had died in the 2nd raft and were buried at sea; Ahola on the 16th, Arthur on the 18th. Both died from exposure, shock, and medical complications. The fact that Ahola had been very attached and protective of the Spirit may have been a factor in his death. Collins believes that after seeing her boyfriend die, Camilla Arthur lost the will to live. Collins also believes that Camilla Arthur's refusal to taste or drink any of the water obtained from the plastic catchment system, which had a chemical taste, probably contributed to her death. Durel Miller and Nancy Perry had been adrift for 22 days before being picked up. Bruce Collins had been adrift for 28 days.

Early this year two lawsuits were filed against the Spirit's owners, Ray and Ellen Jackson. The suits, which are very similar, were filed by survivor Nancy Perry and by Virginia Arthur, Administratrix for the deceased Camilla Arthur. Both suits are being handled by one of the largest and most prestigious law firms on the west coast, Pillsbury Madison & Sutro, who are probably best known for representing large corporate clients like Pacific Telephone, PG&E, Standard Oil and so forth. Although Nancy Perry's father is employed by Standard Oil, there is no indication that this is the reason Pillsbury Madison & Sutro have become involved in the case. (To the best of our knowledge, no suits have been filed or are planned by Bruce Collins, Durel Miller, or the estate of Jim Ahola.)

what is a 'passenger'?  
what is a 'crewmember'?

The two suits allege that the Jacksons did not provide Camilla Arthur and Nancy Perry with safe transportation from Hawaii to San Francisco and seek costs and unspecified damages. The fact that damages are being sought mean the plaintiffs contend that the owners of the boat were negligent. There are two kinds of damages; general damages which include pain & suffering, residual effects, future pain and so forth; special damages include out of pocket expenses, medical costs, loss of income, etc.

From remarks made by the legal counsel

for the plaintiffs, during the Coast Guard investigation, and from statements in later suits filed by the same parties, it is clear that the contention is that the girls were both aboard as 'passengers' and not as 'crew members'. As we understand it, crewmembers are owed the exercise of "ordinary" care by the owners of a vessel. 'Passengers' are owed the 'highest' order of care by the owners of the vessel. "Ordinary" and 'highest' are, of course, words subject to judicial interpretation.

We are not lawyers, so we can only surmise what constitutes the difference between a 'crewmember' and a 'passenger'. We gather from questions asked by the Coast Guard, that there are perhaps three issues which might be the most crucial in making the distinction for legal purposes — issues which are also interesting from an ethical point of view. The three issues seem to be: 1. How the girls got on the Spirit. 2. Whether the girls contributed to the costs of the voyage. 3. What duties the girls were expected to and did perform. While we do not know that these three issues do constitute the basis for a legal distinction between a 'passenger' and a 'crewmember', the facts are interesting and show how complicated such questions can become.

What duties did the girls perform? Nancy Perry testified that she and Camilla Arthur both stood watches during the day and night. Testimony from Bruce Collins indicates that the girls might have misunderstood that they, like the men, were expected to stand watches alone. In reality, it seems that the girls did stand watches, but only while motoring or in very light weather. Both girls did get seasick, and that combined with a fear of making mistakes caused both to miss a number of tricks at the helm. Nancy Perry testified that she did not believe that any of the men were skeptical about either her or Camilla Arthur going on the voyage. It may have been otherwise. Bruce Collins, when asked about the two discussions held concerning what to do if the boat started to sink said that specific jobs and roles were not assigned because "the girls didn't know anything about it". In any case, it appears that Nancy Perry for one did not develop any particular interest in sailing. During the Coast Guard investigation she did not know what a 'jib' was, did not know where the survival pack was kept, did not know where the liferafts were, and did not know what harbor they had sailed from. Neither Nancy Perry or Camilla Arthur had any sailing experience, except for a shakedown sail the day before they left, and during that sail they got seasick.



How then, did the girls get on the Spirit? Part of the explanation must be attributed to the fact that Jim Ahola, Camilla Arthur, Nancy Perry, Ray Jackson, and Durel Miller had all known each other previously in Marin County. Ray Jackson was Jim Ahola's brother-in-law; Camilla Arthur was Jim Ahola's girlfriend; and Nancy Perry was Camilla Arthur's best friend. Nancy Perry testified that she and Camilla Arthur had wanted to move to Hawaii, but were ready to leave: "We kind of wanted to get back to California, and we knew Jim (Ahola) was sailing back, so we asked him if we could go along." Perry further stated that arrangements for the sail back were made by Ahola who spoke to Jackson. Durel Miller testified, "Ray, in my presence, Ray tried to talk the girls out of going. Not because he didn't want them to go, but because he wanted them to know, you know, wanted them to be sure they wanted to go. And told them it wasn't going to be a pleasant trip and they they had to work and it might be difficult, and they might not enjoy it. He talked to them for about 15 to 20 minutes and they both decided they wanted to go, and he (Ray) said, 'look fine, if that's it, that's great'." In an interview with Wayne Carpenter of Pacific Skipper, Durel Miller said that two days prior to the sinking Camilla Arthur made an entry into the log book that read: Happy to be on boat because not too many people get this kind of opportunity "

Did the girls contribute to the cost of the trip? Everyone seems to agree that the girls did buy groceries for the trip, but it seems the Spirit did not need them, nor was it at the request of the Spirit's owner, Ray Jackson. When asked if the girls contributed, Durel Miller said, "Well, nothing, except I think \$60 worth of food agreed on by . . . I don't think it was Ray (Jackson) I think it was Jim (Ahola) that decided well, why don't you guys contribute 60 bucks apiece for food and they thought, alright. But I don't think it was Ray's decision." Miller went on to say that Spirit had enough food for three or four months, so it was mostly someone else's idea so that Ray wouldn't feel that the girls were taking advantage of him or something like that.

Are the three issues cited above (how the girls got on the boat, whether they paid for the trip, and what duties they were expected to perform) the legal basis for making the distinction between a 'crewmember' and a 'passenger'? We may never know. The astronomical damages now commonly awarded by juries have insurance companies scared. The damage

awards, up 200% in 5 years, often prompt insurers to settle out of court regardless of the merits of a particular case.

If the case were fought out in court, is there any chance that the Jacksons could win? Very possibly. Since they were not aboard, if the Jackson's exercised 'ordinary' care in preparing the Spirit for the voyage, they would be exonerated by Admiralty Law for any liability other than that of the value of the vessel and its freight at the end of the voyage. Since the boat sank and there was no freight, their liability would be zero. This presumes that the girls were 'crewmembers' and not passengers — a point of disagreement at this time. If the girls were judged to be 'passengers' and the Jackson's had exercised the 'highest' order of care, they would again be exonerated from any liability. The legal definitions of 'ordinary care', 'highest care', 'passenger' and 'crewmember' are therefore of utmost interest to all yachtsmen.

Unfortunately, judging from statistics, it is unlikely that yachtsmen will have the benefit of guidance from a judicial decision since most lawsuits are settled out of court before they reach trial.

Legal definitions, procedures, and technicalities aside, we can't help but wonder if there are not some moral or ethical questions that ought to be raised. Is it appropriate to request passage on what clearly is not a 'common carrier', be discouraged by the owner, still wish to go, and then claim to be a 'passenger'? Shouldn't an individual in these circumstances be willing to accept some responsibility for their decision? It seems to us, and being boat owners we admit prejudice, that individuals in such a situation might be expected to assume some of the consequences of embarking on such an adventure. We say adventure because we don't believe anyone can deny there is some inherent danger in crossing the open ocean in a small boat. We say adventure, because sailing is arguably the most uncomfortable, arduous, time-consuming, and perilous form of travel from Hawaii to California. If individuals simply wish to get from Hawaii to California, why not fly?

If we are all not to become lawyers, judges, and insurance people, the point is going to have to be reached where people are willing to accept the consequences of their decisions. Protection from the womb to the tomb is both impossible and undesirable.

We feel that boat owners should have the benefit of knowing beforehand what risks they are exposing themselves to by letting individuals sail with them. Likewise, we feel that those who request

we kind of wanted to  
get back to california

ray tried to talk the  
girls out of going



# SPIRIT

making a passage on someone else's boat should know what consequences they should be willing to accept. We think clearing the air on these nebulous issues would also clear the courtrooms and keep insurance rates within reason.

We think there are some things that ought to be said on behalf of the owners of the Spirit. Surely they were not sending the boat out to sink — Ray Jackson had sailed over 12,000 miles on the Spirit, right up until she arrived in Hawaii just prior to her last and ill-fated voyage. Further, his brother-in-law, Jim Ahola was going on the trip. The Coast Guard investigation concluded that there was no evidence of any defect, negligence, or incompetence — rather that the Spirit was sunk by an unidentified submerged object penetrating her hull beneath the waterline. The survival gear aboard the Spirit was far in excess of what the Coast Guard requires, and what we believe was far more extensive than what the vast majority of cruising boats carry. Durel Miller said there was more medical gear on the Spirit than there was on the freighter that rescued him. The

boat itself was acknowledged to be in good condition, Durel Miller said that of all the boats in Ala Wai Yacht Harbor at the time, Spirit would have been his first choice to make a passage on. We are not sure what more the Jacksons could have done, short of absurdity, that would have made them any more certain that the Spirit would make the passage in safety.

Our great fear is that the filing of lawsuits such as these will result in such a quagmire of licensing and regulation that those who do wish to partake of an adventurous voyage will find the red-tape overwhelming and the cost prohibitive. Sailing the ocean is neither necessary, nor is it a prerequisite to the pursuit of happiness. Those who wish to "go for it", should not be unnecessarily prevented from doing so. We don't wish to make light of the anguish and grief of those associated with the tragedy, but should one seemingly blameless accident constrict and hinder those sailors who now wish to enjoy the challenge of the seas?

Perhaps we sound hard-hearted. We don't think we are. Nevertheless, we

would be liars if we did not admit that our sympathies in this particular case may well have been tempered by two recent and very disturbing events. We shall discuss that phase of the tragedy of the Spirit in the next issue of Latitude 38.

**Editors Note:** It was not our wish to sensationalize the tragedy of the Spirit, or to cause any pain to those who were in any way involved with the incident. We had hoped we could write the story without using any names — we just couldn't do it. Our primary sources of information for this article included the following: Official Coast Guard investigation report; the testimony to the Coast Guard given by Durel Miller, Bruce Collins, and Nancy Perry; a deposition given to the plaintiffs lawyers by Ray Jackson; various transcripts of radio communications from both Coast Guard and commercial vessels; and various other materials and photographs. More depositions are currently being taken, so we expect more information to surface, and will keep our readers posted.

— Latitude 38

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# NAPA RIVER

**S**an Pablo Bay was a pussycat the day we struck out toward the Napa River. I had anticipated the usual harrowing antics with the boat occasionally out of control and the waves menacingly climbing the transom. Instead, we had a warm breeze from the general vicinity of Berkeley. As we approached the breakwater running up to Carquinez, a shift allowed us to hoist the pole and we virtually skimmed across the top of the water in ultra light winds. It was the perfect beginning to a three-day weekend. "Is it Vegetarian's Day?" my six-year old inquired. Stifling a giggle, I replied, "No, it's Labor Day, Veteran's Day is not until November."

Sailing up the river was no minor accomplishment. Careful navigation is required and I was doing just great until the depth sounder began to gyrate wildly in a spot where the chart indicated an ample ten feet. My husband was most unkind when he discovered I was navigating from a chart of the Petaluma River. We all make mistakes.

Nevertheless, several hours and hundreds of jibes later, having passed rows and rows of shambly shacks, cozy cottages, and fishing piers, we began to see likely overnight spots.

**I went ashore  
seeking something  
I COULD flush . . .**

The Napa Valley Marina on the west bank can accomodate overnigheters on a space available basis at \$3 a night. They have a barbecue picnic area ashore, a small grocery and marine store, ice, and a gas dock. Telephone 707-224-7558.

Further up the river is a sheltered, deep anchorage on the west bank amid a grove of Eucalyptus trees. We saw sail boats as large as 36 feet anchored quite close to shore and relaxing "delta" style with canopies and dinghys.

Horseshoe Bend, opposite the Kaiser Steel plant, was long a favorite anchorage for sailors on the Napa River. But alas, it

is now reported to be too shallow for keel boats.

Our destination was still further north; the private basin of the Newport North Condominiums very close to the city of Napa. We whipped around a bend in the river, still under full sail, and came abruptly to a railroad bridge with inadequate clearance for our mast. Just as we were deciding that someone had neglected to inform us of that "small detail", we spotted the entrance to the basin, on the west bank, just south of the unyielding bridge. As instructed, we entered the channel keeping the marker to port to avoid shoal conditions on the south bank.

Inside the basin were the condominiums on the north shore with a dozen individual berths and a long finger pier boasting a quaint floating gazebo on the end. Past this development were numerous inlets where private homeowners each have a dock at their back door.

We had made previous arrangements for nine boats to spend the weekend and we were very pleasantly surprised at the beauty of the tiny harbor. We were congenially greeted by a member of their port committee who gave us a key to the gate and a list of their rules, including "no flushing of heads in the basin." That sounded reasonable to me, until I went ashore seeking something I COULD flush. There weren't any facilities. A three day weekend without flushing the head was going to be interesting.

After the lengthy trip up, we fired up the hibachi for a casual bacon-cheeseburger feast, tucked the children in, then sat out under the stars on the warm, romantic night. There was scarcely a sound, no hint of the rumbling fiasco that occurs as the "other half" climb into their cars and start off for the holiday weekend.

Sunday morning found everyone erecting canopies against the already threatening sun, and inflating rubber dinghys. We also inflated an item from our "emergency provisions"; a small wading pool to keep the kids out of our hair.

Our group began a game of "bumper boats" in the dinghys, but since my horoscope had instructed me "not do anything dangerous today", I stretched out to catch a few rays of sunshine. When I was broiled to perfection, I took a mini

tour of the grounds and discovered two swimming pools, and joy of joys, an outhouse set up for the construction workers! As the weekend wore on, we enjoyed the discreet use of both facilities.

Nearby we found a small shopping center with a supermarket, hofbrau, gas station, and happily, a Fosters Freeze. Their frozen strawberry yoghurt saved us from melting on that one hundred degree day.

Later we took a tour of the luxury boats in our fleet; a Fisher 37 equipped with everything including a deep freeze, and a Morgan 41 boasting a 70 amp generator in order to power, among other things, a microwave oven and a hair dryer. We were camping out by comparison. Obviously in order to keep up we'll have to install a trash masher and then request a new racing handicap.

That evening, the little gazebo was filled to capacity with assorted sailors, hors d'oeuvres, a banjo player, and possibly a few beer cans. It was a fitting celebration of Labor Day, a day on which nobody labors.

Monday morning everybody was up early in order to catch the ebb back toward the bay. There was no wind so the fleet, like little ducks in a row, motored down the river, dodging fishermen and startling sleeping waterfowl.

We peered at a grungy river front bar decorated with plastic grape clusters and already teaming with clientele at 9 a.m. We speculated about the history of the huge, crumbling schooner aground near shore, its running lantern, but little else, still intact.

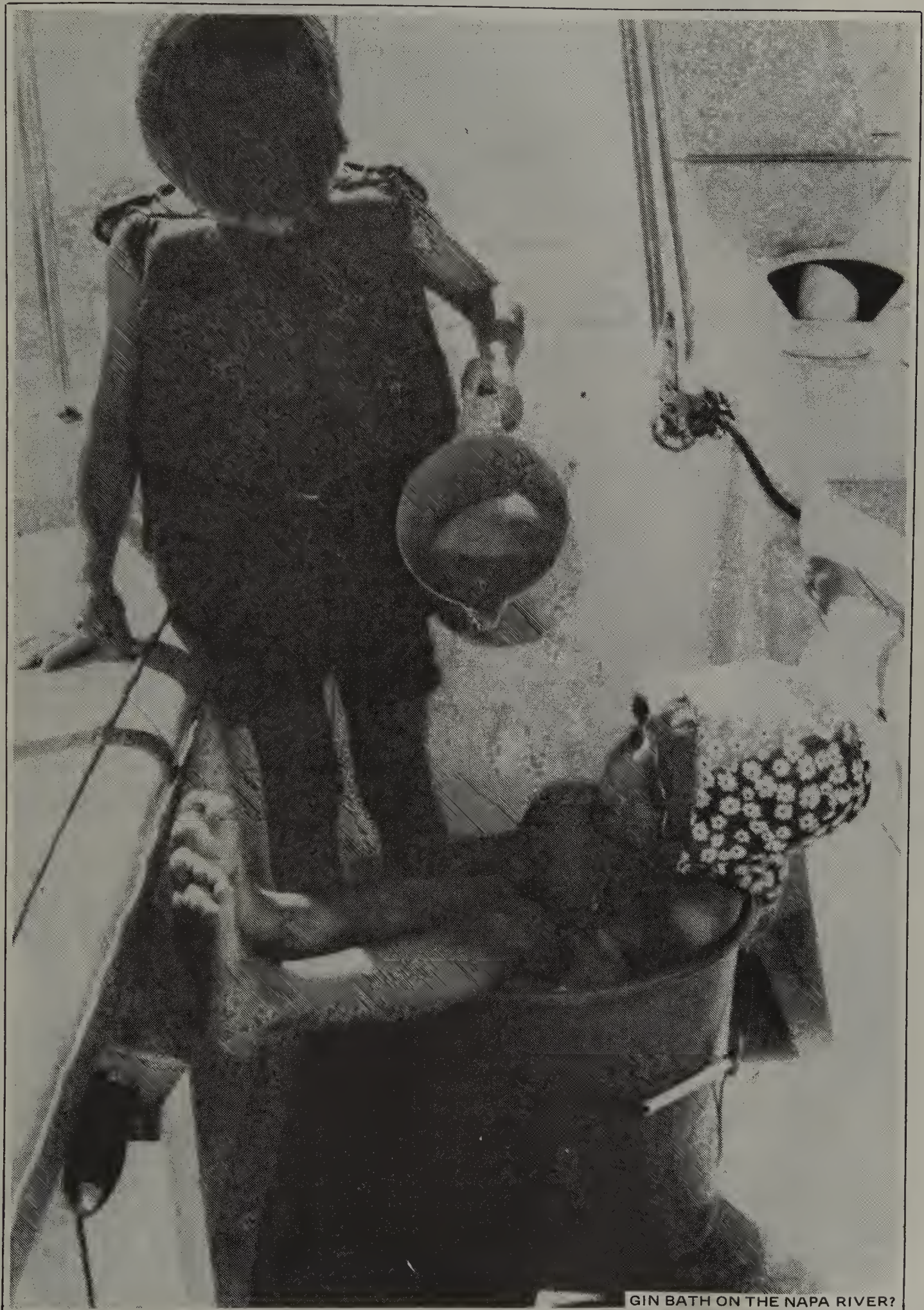
The Vallejo Bridge yielded to us once again and after refilling the gas tank, we stuck our bow into San Pablo Bay, unsure of its temperament. Again, it was docile and we hoisted our genny, which hadn't been above decks since the last midwinter races.

The sail home was like slow motion, a reminder that the blustery summer winds were dying and soon, our cruising provisions would again include our trusty electric heater.

If you are interested in cruising to Newport North, advance application is required. All docking space is private and very limited in availability. More information may be obtained by contacting Don Wiffin, 1042 Marina Dr., Napa, CA 94558. Phone 255-8374. — Sue Rowley



# MINI-CRUISE



GIN BATH ON THE NAPA RIVER?



# DRAKES BAY

**S**nuggled in the lee of point Reyes lies the little cove where Sir Francis Drake sought rest and a safe refuge in which to repair his vessel, the Golden Hinde, following a successful expedition in the year 1579.

Almost 400 years later, some 27 weary entrants in the second ocean race sponsored by the newly formed Singlehanded Sailing Society arrived at that same welcome harbor to recuperate from the first leg of Drake's Bay singledhanded race.

We had been advised that the fleet, having left the foggy city front at 10 a.m. on September 24, could be expected to arrive at about 6:30 that evening. The sponsors had arranged a gala reception on the beach adjacent to the fishing docks, with hot dogs and beer provided for all.

Well prepared and in plenty of time, we thought, we left Sausalito well in advance of the ETA. Driving through the remote and still unspoiled coast land that comprises the Point Reyes National Seashore, we arrived at the designated spot just as the sun went down and the lavender of the windswept headlands dissolved into grey.

Surprised and a little disappointed to discover that many of the boats had already finished, we nonetheless shouldered our gear and headed toward the fish docks in the increasing darkness. Part way there, we were advised by an earlier arrival that the site originally selected had been vetoed by the Coast Guard, and that a second beach about a half-mile away "as the crow flies" and accessible only via goat path, had been chosen for the reception.

Wasting no time in the gathering darkness, we started down the faintly visible path, discussing en route the advisability of "next time" bringing hiking boots and backpacks as opposed to sandals and duffel bags. We were pleased, however, that we had thought to bring along a flashlight.

Our half-mile "as the crow flies" path took us over the hill and down into a narrow ravine filled with hidden rocks, tangled underbrush and mini-mudslides. Clawing our way up the other side and toward the (rejoice!) rising moon, we were met at the top by a barbed wire fence. With a low but determined moan, we threw the first of the sleeping bags over the fence, and watched in growing horror as it continued down the hill and over a sheer 60 foot cliff, coming to rest a scant few feet from the bonfire lighting up the welcome party which was, by this time, in full swing. Eager to join in on the festivities, we somehow got through the fence, only to find that we had to go through it yet again to regain the "path". Speed mounting irresistibly as we went into the homestretch, we landed on the beach at a gallop, where we paused briefly to regain our breath and composure.

A resolve to begin our task and a terrible thirst brought us to our feet and onward towards the celebrants and that keg resting at the edge of the surf. With unfaltering accuracy we approached a member of the group, who we learned, had been first-to-finish on this northbound leg — Norton Smith on Eos. (We arrived at the return leg of the race approximately 5 hours early — in plenty of time to see Eos again capture first-to-finish honors.)

Between toasts, we learned that, of the 28 yachts crossing the starting line, all but one made the finish at Drakes Bay. Eos breezed in with an elapsed time of just over 7 hours. Those of us not forewarned were impressed by the speedy finish of the classically proportioned Freya 39, Foxglove, which arrived second. We have since been thoroughly briefed and will henceforth keep a sharp eye on this beauty and on her skipper/builder, Jim Gannon. Odysseus, a Ranger One Ton, with Sam Vahey on the helm, finished ten minutes after Foxglove.

Later, we shared a few laughs with Mike Lingsch of Odyssey II, who gives the credit for his first-to-finish of the Division III boats to a new windvane "Artoo-Detoo". Mike had had a malfunction with his foul weather gear, causing his pants to fall down everytime he had to tack! A suggestion to protest Mike for exhibitionism was voted down by a narrow margin.

Skipper Paul Kamen, of the Santana 22, Mambo, got a terrific port start but was literally brought back to earth with a jolt when he crashed into a submerged rock about ten feet off the seawall of the Golden Gate Yacht Club. Paul explained that he was merely trying to knock a few barnacles off the keel. Paul also reported a tacking duel with the Ranger 23 Stasu, which lasted the entire length of the northbound race. Stasu finished 3 minutes and 10 seconds ahead of Mambo, but the Santana's rating provided her with a corrected time victory five minutes ahead of the Ranger 23 for the first leg.

We had been invited to spend the night aboard one of the yachts entered in the competition, and Coast Guard volunteers obligingly ferried all on the beach to their respective boats on life rafts provided by Survival & Safety Designs. We were assured by the skipper of our raft that he would be back at 6:30 a.m., in order that all guests would be removed to shore in plenty of time for the 8 o'clock start.

The hour following Sunday daybreak found us anxiously scanning the shore, but not a soul appeared on the beach. At 7:30, our skipper unceremoniously left us clinging by our fingernails to the condemned fishing docks near Chimney Rock. Although we could clearly read the "ABSOLUTELY NO TRESPASSING" signs liberally plastered along the docks, we were getting concerned about that 8 a.m. start, and so we braved the dangers. Exchanging pleasantries with us as she clung in true Spiderwoman fashion to the next dock was the gallant Mrs. Henry Grandin, of the Custom 36, Tinsely Light. Later, we discovered that the display of valor was in vain, as the start was postponed until 9:10.

The southbound race was leisurely indeed, with winds from the SE at a meager 3-5 knots for almost the entire trip. Of the fourteen boats starting Sunday morning, fatigue and boredom took the toll of six, leaving a handful of eight to file in through the Gate under sail.

So as not to repeat our previous night's mistake, we arrived, as earlier mentioned, in plenty of time at the finish line. Sitting in the "committee truck", anchored firmly at a position slightly west of Point Diablo, we listened to the radio and, one by one, crossed out those boats whose skippers had decided to abandon the race and motor on in. Finally, the committee boat, Contessa, stationed just off Point Bonita, reported a boat under sail turning to come through the Gate. Our first finisher crossed under the bridge at 8:25 p.m., for a thrilling time of 11 hours and 15 minutes! Living up to her name, Ankle Biter came through right on the heels of Eos, to finish at 8:42. A consistent Sam Vahey brought his Odysseus in at 9:23 to finish third.

Red-eyed and bone weary, Norm Stevens (who, we might add, deserves the credit for bringing the previous night's beer kegs, food, and even a picnic table through the surf and onto the beach via life raft), finally pulled up anchor on the committee truck and drove on home for a well-deserved rest. Seven of the boats in the race had come in by 10:30, and Norm was unable to raise Mambo, the last boat, via radio. Later, Paul Kamen, Mambo's skipper nonchalantly informed us that he had his radio tuned to KMPX & KSAN, thus accounting in part for his lack of response. We had been advised, however, that Mambo was in no trouble and was pursuing the fleet at a leisurely pace. By prearrangement, Paul took his own time





under the Gate, and finished at 11:30.

Overall winner, Norton Smith on Eos, is well known among the sailing community and in several of the local fleets. A top name in Windsurfing, he recently captured first place in the fourth annual "Round the Rock" (Alcatraz) race, with a record breaking time of "something like forty minutes". Norton is also active in the local Knarr fleet, having crewed in September for Ted McKown in the International Championships. Currently, Norton is finishing his first year as a 505 skipper, where he is known as "Snortin' Norton". Wharfrats on the Sausalito waterfront refer to him (affectionately, of course) as "Nearly Normal Norton".

For the Drakes Bay race, Norton decided in favor of his Ericson 41 over his Windsurfer and 505, the same Ericson he took on the L.A. to Tahiti Race. When asked why he entered

this race, he cheerfully responded, "For the fun of it." And did he think that the rough singlehanded Farallons Race (he finished sixth) was fun? "Yes, it was fun, except that I thought the finish line should have been closer to the city front. I was tired when I came under the Gate, and then had to flog all the way to Alameda. Otherwise, it was fun".

Will "Nearly Normal Norton" enter the Singlehanded TransPac scheduled for next year? Grinning modestly, he replied, "Well, . . . I'd need a Tillermaster . . ."

— Nancy

Dick Folger, who was on one of the committee boats following the race, has a supply of fine photographs. If entries would like to browse through them to perhaps find one of their boat, he can be reached during office hours at 415 471-2957.



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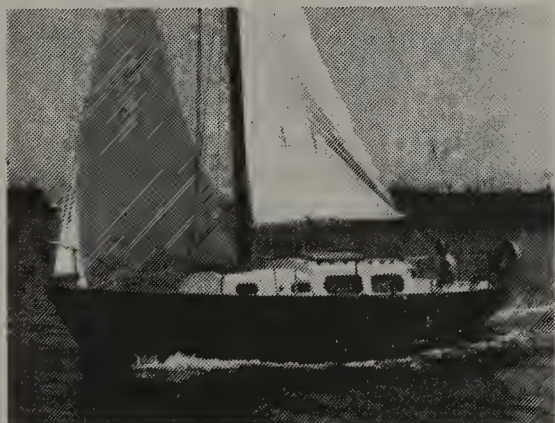
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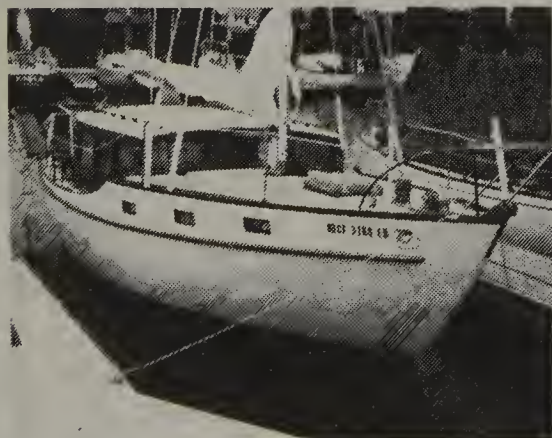
**COLUMBIA 29 MKI.** Raton (Ratus). Successful S&S one-design, long keel boat. 4120 lb. moulded in lead keel. Much strong gear including 8 sails. 1976 season champ. \$17,300.



**"KANWARA"** English built 47' cruising ketch. Built by Johnson-Jago in 1946. Copper rivets throughout, Mercedes diesel engine. Extensively cruised and ready to go again. Value at \$55 000.



**35' OHLSON YAWL.** Certainly this is one of the finest of the Swedish built Ohlson boats. Gleaming spruce and mahogany throughout. Teak decks, diesel engine. Extensive inventory and warm custom interior. \$37,000.



**32' CHEOY LEE ALDEN MOTORSAILER.** A fine yacht, with all amenities. Inside and out steering stations. Lowest asking price on the west coast. \$37,500



**37' STEEL CUTTER.** Veteran of Med., Aegean & Indian ocean voyages, this 1961 will stand the most rigid survey. For the determined cruising man who wants a boat he can trust. \$45,000.



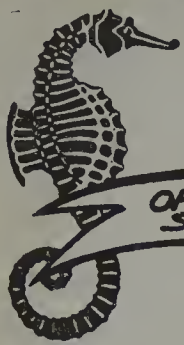
**33' MASON ALUMINUM SLOOP.** This full keel cruising sloop comes equipped with a 6-man Avon liferaft, Aries windvane and other extras. Owner transferred out of state. Asking \$35,000.

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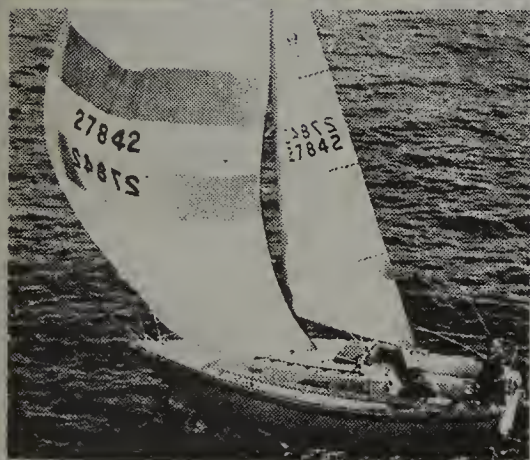
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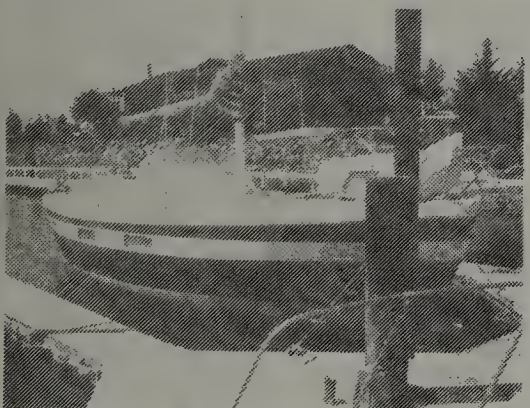
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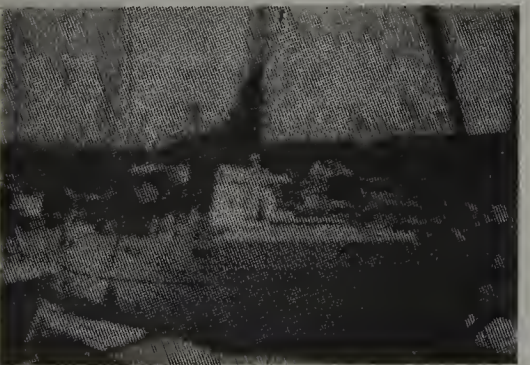
## HAVE BUYERS — NEED GOOD LISTINGS!



**ERICSON 27' — 1972.** Well-Equipped w/Atomic 4. Has been in fresh water most of the time. \$16,900.



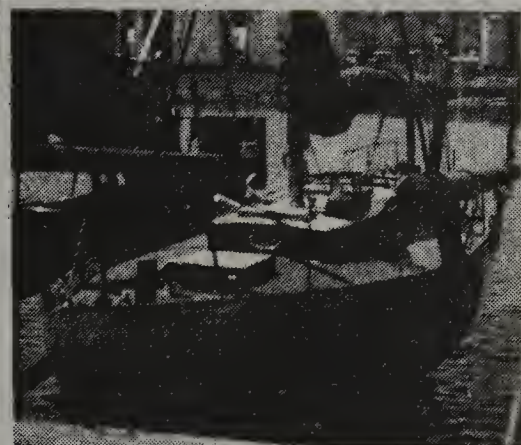
**CORONADO 35.** A very nice aft cabin boat. She's well-equipped and in good condition. \$31,000.



**CORONADO 32' — 1973.** Aft Cabin sloop, VHF, Barient winches, Elec. refrigeration, knotmeter, Signet Log. \$29,500.

## SELECTED LISTINGS

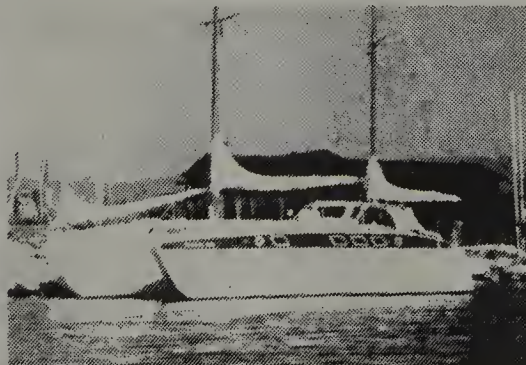
44' PETERSON	loaded	97,500
40' GEARY CUTTER,	1941	69,500
36' PALMER-JOHNSON		65,000
34' SEA SPIRIT KETCH		41,000
33' PEARSON VANGD.		27,500
30' RAWSON	excellent	27,500
30' WINSLOW KETCH		19,500
26' COLUMBIA,	Inboard	11,800
25' CORONADO		7,500
24' BUCCANEER,	1974	8,600
22' CATALINA,	1971	5,950
21' BUCCANEER,	1975	6,600
20' CAL 20		4,000
20' SANTANA "Hookah"	w/trl.	8,500
20' SNAPDRAGON		INQUIRE



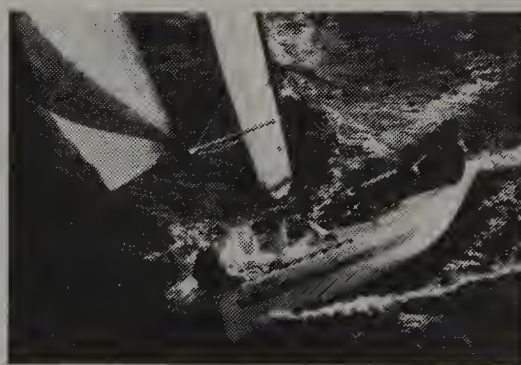
**44' SPARKMAN STEPHENS,** built in 1938 at Stephens Bros. yard in Stockton. Classic boat with teak decks, dodger, 30 HP Grey Marine engine. \$43,950



**CHEOY LEE 27' — 1958.** In excellent condition with varnished interior. Inboard power. \$8,990.



**45' HORSTMAN TRI,** 1975. Absolutely fully found, great (cruise/charter boat. 4 staterooms w/double berths plus owner's aft cabin. Large refrig. & freezer, tub-shower, 15 pages of inventory. \$85,000.



**CUSTOM RACING SLOOP** by Fisher. 6 bags of sails. Excellent race record. \$12,000.



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Raritan PH head, new	125
Walker Cherub MK II log	150
Lionel Log	150
Viking Anchor, Model 50	75
Johnson 9.9 Long Shaft w/tank & controls	500
Kainer Worm Drive Quadrant	225
Stainless Bow Pulpit	.50
7 "Dirigo Box Compass	100
Assorted Bronze Props	15 & up
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Westerbeke 4-99 Diesel Engine	1000
Edson Worm Steering Gear	.200
New Avon Redcrest, Still in box	.540
Bomar Hatch 24 'x24"	.300
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New Monomatic Head	.125
Dunlop 4-Man Cannister Liferaft, Certified	.700

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45' Garden Sloop	65,000
43' Peterson Coaster Schooner	65,000
36' Amuthon Sloop	42,900
34' Hanna Ketch	30,000
33' Spaulding Sloop	22,000
32' Alden Malabar Jr.	16,000
32' Samson Sea Mist	29,000
30' Skipjack Schooner	30,000
30' Hurricane	15,500
28' Crosby Cutter	11,500
26' Teak Gaff-Rig Sloop	4 000
25' Peterson 1/4 Tonner	20,000
25' Folkboat	6,100
25' Fleur Bleu	7,750
24' Columbia Challenger	6,600
24' Holiday Jr. Sloop	4,000
22' Catalina	6,000

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